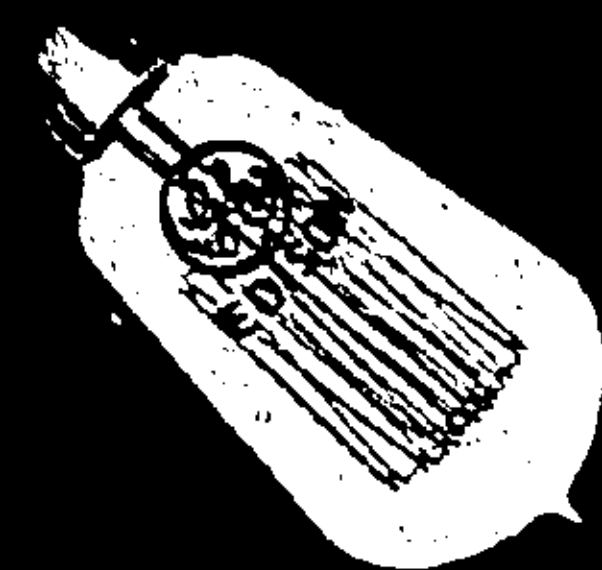


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The Hongkong Telegraph.

(ESTABLISHED 1881)

68992 四拜禮號三十月壹十英港 THURSDAY, NOVEMBER 13, 1919. 日壹廿月九

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Are Good Tires

HONGKONG "SLAVERY."

INTERVIEW WITH MR. LAU CHU PAK. THE WHOLE POSITION REVIEWED.

A great deal of public interest in Hongkong has lately been roused on the question of "child slavery," a subject to which the *Telegraph* has devoted not a little attention of late.

We have been fortunate to secure a lengthy interview with the Hon. Mr. Lau Chu Pak on the subject, and his views will doubtless be read with great interest, especially in view of the very close touch he has with all things Chinese.

Replying to a question as to whether he thought it could be said that "slavery" actually existed here, he said: "Slavery is a word which has in my opinion a broad meaning. It depends on how you interpret it, and how you use it. In a sense, we are all slaves to something or somebody. The question recently raised in the local Press had already been investigated more than once by the Registrar General, who is now called the Secretary for Chinese Affairs, with the assistance of the leading Chinese. The editorial remarks, especially those of your paper and of the *China Mail*, laid the case fairly and squarely before the public. Strictly speaking, there is no slavery in China now, nor have selling and buying of human beings, in recent years, been allowed by law, as the wording of the documents for such transactions can prove. The wording invariably is somewhat to this effect: that at the request of the parent or guardian who is unable to support the child, and in consideration of so-and-so agreeing to take over the child and compensate the parent or guardian for the trouble of having brought the child up, the parent or guardian voluntarily makes a gift of the child for such purpose as agreed upon (prostitution excepted), subject to periodical visits by the parent or guardian for ascertaining the welfare of the child so given away. Such wording bears ample proof that the Chinese laws do not recognise the selling and buying of children. It is only when hard pressed by dire poverty or extremely distressed circumstances, when to sell their children is to save the lives of their children as well as their own, that they bow to this most painful necessity. Without going into a series of cases, I may here give you an instance which has just taken place with my own people. A widow and her younger daughter of about eight were seen standing at the gate of my house weeping. When I was going out, I saw them and turned back to ask my people what the woman wanted. They told me that the woman had been to them begging them to buy her daughter as they were starving. Her husband died years ago, leaving her and two daughters, the elder of whom had already been sold, fortunately to good people. With the proceeds, she had a shed built for herself and her younger daughter. The shed is now tumbling to pieces, and owing to the disturbed state of the country, she could not till her bit of land peacefully, or earn sufficiently by carrying loads to support herself and her little girl. She begged my people to take pity on her by taking over her daughter, and pay her a few tens of dollars, so that she could have her shed repaired, and have some capital to do something with. She was sure that her daughter would be better fed and clothed by us than by herself. My people agreed to pay her some money, but refused to take the girl. The mother kept on begging with tears, and said that that was not good enough; for, should she die or unfortunately lose her money, there would be no one to look after the girl, and, moreover, in the event of her failing to get on by her own efforts, she would, afterwards, have a respectable place, where her daughter is,

to go to. Now in a case like this, what is the law to do? Punish the helpless mother, and keep her daughter in a convent or some charitable institution? Most of the so-called "child slavery" cases are more or less similar to this instance. Your paper and the *China Mail* seem to have a clear understanding of the existing state of affairs.

"But do you say there is no cruelty?" our representative asked.

"Girls sold into other families, whether as adopted daughters or servant-girls," replied Mr. Lau Chu Pak, "are looked upon as members of those families. They are better fed and clothed and do lighter work than when they were with their own parents. In some cases, undoubtedly, indolent and mischievous girls are punished by their mistresses but one's own children would be so punished when they were disobedient and up to all sorts of pranks. In the case of ill-treatment by bad-tempered mistresses, the girls have their remedies here as they have on the mainland of China. They can tell their parents or guardians, when they come to visit them, or complain to the neighbours who would interfere and make things unpleasant for their mistresses. In Hongkong we have the Chinese Secretariat, the Police Stations and the Society for the protection of women and children (Po Leung Kuk) to all of which the girls can go with their complaints which always receive prompt attention. On the mainland there are also charitable institutions, elders of clans and other influential bodies who will attend to similar complaints if taken to them. For years in Hongkong notices informing the girls that they are free agents, and should report any ill-treatment have been posted up in brothels, etc., by the Government, and the Chinese know very well that cruelty to servants is not tolerated in this Colony."

Continuing, Mr. Lau Chu Pak said: "Speaking from a humanitarian point of view, I am of the opinion that unless the wealthy class and the Government of China co-operate in establishing foundling houses and poor houses in every district to gather up the poor, support or finance them so as to enable them to live comfortably, it would only make matters worse by forcing the common people to end a practice to which stress of circumstances force them to resort, and which it is beyond their means to resist. It would seem to be more inhuman to starve millions of old and young by blocking up the last and only resource from which they can obtain some help to prolong their existence, unless they were provided with the ways and means of maintaining themselves and their children."

Asked if he thought anything could be done to stop the practice, Mr. Lau Chu Pak replied: "As a representative of the Chinese, I fail to see how, in view of existing conditions, I could lend any useful assistance in suppressing what is complained of. It is a mode of life adopted by all ranks of the Chinese people and, what is more, a means of helping the poor, relieving them of life's most important responsibilities which, if left to themselves, can never be discharged. So long as Hongkong lies at the door of China, and so long as the welfare of the Chinese in general has not been ameliorated by their own government, it is more human to let the matter lie as it is. I may mention that, at the commencement of the Republican revolution in China, a movement along with other reforms was set on foot by those in power to abolish the custom, but it did not take these people long to find out that all their efforts in that direction were futile, for the simple reason that the feeding and lodging of millions of destitutes in the flooded and famine-stricken areas were impossible to cope with, not to mention that hundreds of thousands of girls released simultaneously would become uncontrollable. The miseries consequent upon any State interference without proper provisions, such as suicide, starvation and the killing of children for want

of food, would also have to be considered. In saying as I have said, I must not be taken to mean that I am against any reform. What I mean is that the conditions of the poor in China being such, it had better be left to public opinion instead of to law to gradually work a change. Their conditions are at present bad enough; but unless means were forthcoming to better them, any legal measure would only make them worse. As far as I am aware of, the home Government is in possession of all the facts of the case."

Our representative asked Mr. Lau Chu Pak's opinion regarding the alleged trafficking which went on and in reply, he stated that the word "traffic" was apparently based on the money consideration. "Chinese wedding presents from the bride-groom's family to that of the bride consist of a sum of money, and so do those in the case of adoption, although different names are employed for the monetary gifts. If, therefore, where money is paid, it is called 'traffic,' Chinese marriages and adoptions may also be called 'trafficking.' At any rate, what we discuss now is a question of Chinese social reforms and of conditions which have been prevailing from time immemorial. Law alone will not suffice to remove any evil which may exist."

"Coming back to 'slavery,' the existence of which I need not again deny, for there is none, I will now," volunteered Mr. Lau Chu Pak, "say a few words as to what sort of life the servant-girls lead. Their happiness or unhappiness depends very much on the temper and circumstances of the families in which they make their new homes. Many are taught to read and sew, besides doing household work, while not a few are merely made to do household work and look after the children of their masters—practically the same kind of house-work as a poor man's own daughters are called upon to do. That these servants are sometimes scolded and beaten is perfectly true. But not our own children scolded and beaten when they manifest bad habits and are lazy or disobedient? I have seen fathers bind their sons up, and thrash them for stealing or running away from school, and I have also seen European masters and mistresses slap their amahs, kick their coolies and swear at their boys. But this is not typical of every father, master or mistress. It may be argued that amahs, coolies and boys can leave when they are beaten or sworn at, and that the servant-girls cannot. But in similar circumstances, can children leave their own parents? It is a common fact that even in modern civilized countries, there are not a few cases in which children are, if not worse, as badly treated as some of these girls. In foundling houses and other charitable institutions, in which distressed children are sheltered, are they not made to learn and work, and the naughty and lazy ones given some sort of corporal punishment? When these girls grow old enough to be married, they are married in the same way as all Chinese girls of poor families are—often with a better dowry, and to men better off than what their own parents could find for them, if they had not been "sold." Before the marriage is arranged, their parents or guardians (if they exist) are informed, and if the latter so choose, they can take their girls back to marry them by refunding the money originally paid for them with or without some remuneration for the trouble their up-bringing has cost. In some cases, if the girls are useful and trustworthy, they are sometimes, with their own consent and that of their mistresses, taken by their masters as secondary wives. In other cases, the girls refuse to marry at all, and choose to go out to work as hair-dressers and maids to ladies. In such event, they arrange to buy themselves off by paying so much out of their earnings for a certain period, or to remain on working for their masters and mistresses, first free of wages for two or three years and then at the same rates of wages as are paid to maids

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

TAILORS' STRIKE ENDED.

Singapore, November 12.
The tailors' strike has ended, a twenty-five per cent rise in wages having been granted.

STRAITS CELEBRATE ARMISTICE.

A MESSAGE OF LOYALTY.

Singapore, November 12.
At a Committee meeting of the Straits Discharged Soldiers and Sailors Association it was unanimously decided to send a cable to His Majesty, conveying congratulations on the Armistice anniversary, and expressing loyalty and devotion.

THE SILENCE MARRED.

The Armistice silence here was marred by a few sirens blowing continuously. Traffic in many cases was not stopped. The instructions seemed to have been insufficiently advertised.

engaged from outside, or, thereafter, to leave altogether and find employment with other families. In cities and towns, some of the servant-girls, when consulted as to their marriage, actually prefer to lead a life of ill-fame, for from their point of view such a life enables them to enjoy many luxuries and more liberty than married life at the start and eventually, if they have the luck, they are taken by men in high and wealthy positions as concubines. After their marriage or even after they leave to work with other families, except when they have become prostitutes, they are still allowed to visit the homes of their former masters and mistresses as members of the family. There are not a few cases, too, in which such girls are brought up by girl-less people as their own daughters, and many respectable men's wives are of that class. These are the general outlines of the life led by servant girls in China. There are of course some girls whose parents are denied the privilege of visiting them periodically; but in these cases, either the girls are sold for adoption or they are sold to long distances, where it is impossible for the parents to go to see their daughters or for the parties who buy them to produce them when required. It is more a matter of arrangement with mutual consent than anything else."

Asked if he could suggest any remedy, Mr. Lau Chu Pak replied: "I repeat that the solution of the problem does not entirely lie in law or religion. Not a few Chinese who have embraced the Christian faith still keep servant-girls and marry secondary wives; and in Christian lands evils worse than, or similar to, such doings, take place every day under modified names. I should say the Chinese custom complained of, or 'slavery' as it is called, will die a natural death when the personal comfort and well-being of the poor have been improved. No well-off people would sell their children, and when there is no selling, there cannot be any buying. As a matter of fact, child-selling is always looked upon by the Chinese as the extreme distress a family can be reduced to, and where it can be helped, friends and relatives assist to prevent it. In the treatment of servant-girls, alarming retributions have been and are widely cited in stories to prevent cruelty, and to remind those who have in their possession servant-girls whom poverty alone has separated from their parents, that they should be treated with sympathy and consideration. In Hongkong, the severe punishment meted out to masters and mistresses found guilty of flagrant cruelty to child-servants, should serve as a sufficient deterrent. I strongly condemn ill-treatment of the young, be they one's own children or bought servants, and welcome any preventive measure; but I hold to my opinion that the prohibition of buying and selling of children would result in far greater evils, unless means were found to support the millions of poor who struggle for bare existence in China."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 8 3-16d

THE WEATHER.

Forecast:—Fine. Barometer—30.01. Temperature 2 p.m.—74 Humidity 2 p.m.—60.

"INDO" BOOM.

AMALGAMATION RUMOUR CONTRADICTED.

Messrs. Jardine, Matheson and Co. write us as follows:—

"With reference to a rumour that an amalgamation of interests of the P. & O. S.N. Co., Ltd., and the Indo-China S.N. Co., Ltd., is contemplated, we are authorised by our Board of Directors to state that there is no foundation whatever for such report and we are requesting our London Attorneys to also publicly contradict it."

DON'T FORGET.

TO-DAY
Theatre Royal.—Frawley Company presents "Polly With a Past"—8.15 p.m.
Coronet Theatre—8.15 and 9.15 p.m.

TO-MORROW.
Coronet Theatre—8.15 and 9.15 p.m.
Victoria Theatre—8.15 p.m.

REUTER'S TELEGRAMS.

THE ARMISTICE ANNIVERSARY.

MESSAGE FROM THE ARCHBISHOP.

London, November 7.
The Archbishop of Canterbury has issued a letter urging Christian men and women everywhere to reverently carry out the King's proposed silence. In the absence of the Cardinal Archbishop, who has gone to Lourdes in connection with the anniversary of the Armistice, the Vicar General has issued a similar exhortation. The Archbishop of Canterbury concludes by stressing the duty devolving on all to realise the true meaning of the League of Nations and hopes that prayers will be offered therefore on Tuesday, adding "the knowledge of what the League can, and please God will, bring of the world's peace and the bettering of the world's life, gives a bright setting of point and purpose to the first anniversary of Armistice Day."

WIDESPREAD CO-OPERATION.

London, November 8.
People of all classes have taken up with enthusiasm the King's suggestion for the armistice commemoration, and have arranged to synchronise all clocks to ensure everywhere an instant silence and suspension of movement.

The Railway Companies, Police, Local Authorities, and Clergy are co-operating to give the most striking emphasis to the solemnity of the occasion. The Admiralty has wirelessed all warships and merchant ships to slow down. Where practicable crews will stand to attention, and the Army has been instructed to render a similar act of homage.

TO-DAY'S CHINESE TELEGRAMS.

TROUBLE IN TIBET.

Shanghai, November 12.
Lau Chuen-ban, Commander of the western territory of Szechuen, has reported that the Tibetan soldiers are showing an offensive attitude and Hung Hark-wu is now preparing to fight, but the Government has ordered him to guard the territory only.

AERIAL TRIP TO EAST.

Shanghai, November 12.
In view of the Italian Legation having notified the Foreign Department that the aeroplanes which started from Rome to the Far East will alight at Ympo in Namhoi district, the Government has indirectly made enquiries from the Canton authority about the matter.

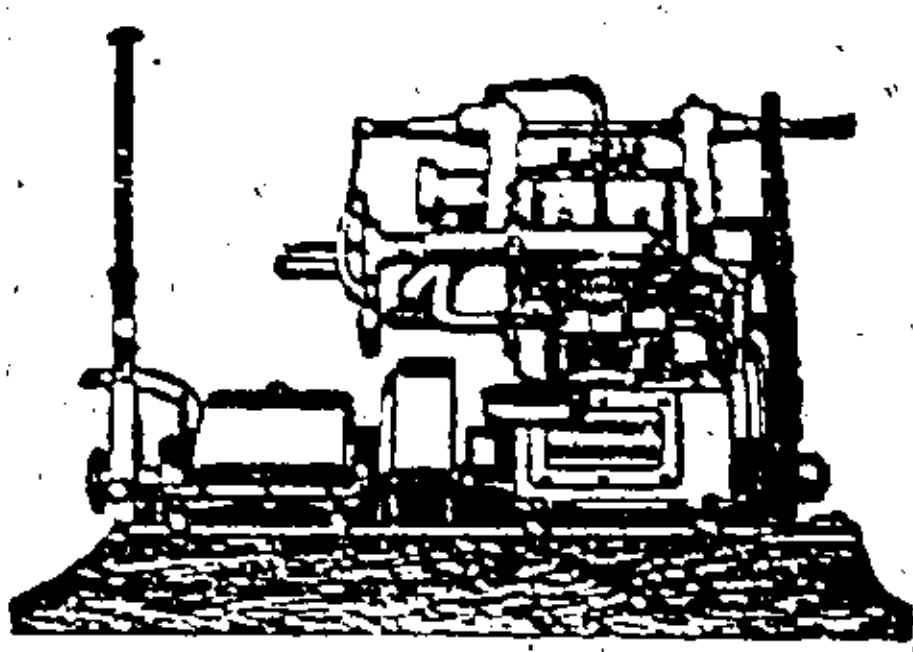
THE SHANTUNG QUESTION.

Shanghai, November 12.
Some prominent Japanese have advised Tuan Ki-sui to begin to negotiate with Japan in regard to the settlement of the Shantung question, but Tuan says he must wait for the return of Luk Ching-cheong.



A TIP FROM HIS BOSS.

NOTICES



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GENERAL NEWS.

"BOOTLEG" WITH A KICK.
Chicago.—Here's the formula for "bootleg" whisky in the Polish quarter of Chicago: Fusel oil, beachwood creosote, alcohol and water. Result, not mere drunkenness, but paralysis.

ON TOUR.

Sir Alexander and Lady Hosie are touring Japan and China. Sir Alexander Hosie, who is an authority on Far Eastern commercial affairs, is well known here. His reports on Manchuria has long been a standard book.

A SMALL SOUVENIR.

"My ship leaves to-day," said a seaman charged at the Thames Police court with drunkenness. Mr. Rooth (magistrate): "Then you wish to get away, but, before you go, just leave a little souvenir of your visit in the way of half a crown." (Laughter.)

PROTECTING BRITISH TRADE.

Japanese stockings menace a British industry. Hosiery manufactured cheaper in the Flowery Kingdom than in John Bull's domain. Therefore the National Industrial Council of the hosiery trade wants importation prohibited for another six months. It asks that the restriction be extended to all articles that are manufactured in countries where the standard of wages falls below the recognized rate in England.

KITCHENER BUST FOR WAR OFFICE.

Mr. Richard Bell, the sculptor of the bust of Lord Kitchener which has for some time been at the War Office, and who gave this very faithful and beautiful work of art to the council of the Kitchener Fund, has agreed to the suggestion that it should be presented to the nation and remain permanently in the building where the great soldier gave of his best to our King and Empire.

"THE UGLIEST WOMAN."
During the peace festivities at Ealing a showman exhibited "the ugliest woman on earth" in a tent. The charge for admission was 2d., reduced afterwards to 1d. At Brentford the showman—George Kirby, of Deptford—was fined £7 10s. for evading the entertainment tax. An official of the Excise and Customs Department said he saw people going in without taking tickets. Kirby admitted that he took £14 during the day.

A CENSUS.
It is announced that the Shanghai City Magistrate and other magistrates in the province have received an order to take a census, under the following heading: (1) Names of heads of families, and names of other members and their ages; (2) occupations; (3) moveable and fixed estate; (4) names of women and girls; (5) names of children between the ages of six and 16, and whether they attend school; (6) names of shop employees.

NORWEGIAN CONSULAR CHANGES.

As Minister to the new Norwegian "Legation" in Peking and Tokyo, has been appointed Mr. John Wilhelm Michelet formerly attached to the Norwegian Legation in Paris, London etc. Mr. Michelet is expected to arrive in the Far East about Christmas and after a visit to Tokyo to proceed to Peking. As Secretary to the Legation and Consul in Peking and Tokyo has been appointed Mr. T. Knudtzon, at present acting Consul General for Norway in Shanghai, in which position he will be succeeded by Mr. S. Stockmest, now acting Norwegian Consul in Hongkong. Mr. Stockmest is expected to arrive in Shanghai within a fortnight, when Mr. Knudtzon will leave for Tokyo to take charge of the Norwegian Legation there.

JUSTLY INDIGNANT.
The Tsinghsanpu correspondent of the N.C.D.V. writes on November 1.—The Grand Canal has had a temporary dam put up across it at Yangkiachuang, a town five miles north of here. As a result there is practically no water south of it and a very serious state of affairs exists, as the canal bed had been left full of boats stuck in the mud. It seems almost inconceivable that such a thing should have happened but it is rumoured here that some people living on the "Salt Canal", have paid a large sum to the official at the Custom's office south of us and he has permitted it. The Chinese are justly indignant but seem helpless to find a solution. The water has been deflected into the "Salt Canal" and will probably be turned back before long, but the fact that such an outrage has been permitted and even given countenance does not argue well for the future. The love of money certainly causes a multitude of outrages and injustices in this country.

NOTICE.

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GOOD YEAR

NATIONS DEBT TO WOMEN OF A DEFENCE.

A writer to a Home paper says:—

"Absent-minded Beggars" was Kipling's description of a large section of his countrymen at the time of the South African war, and the term still holds good. I like to think it is nothing worse than absence of mind that is responsible for the bitter attacks upon women war workers. This time last year the world bore witness to their patriotism, often to their fine courage. They had come for the most part from dull but secure surroundings; they had moved from the shadow to the heart of life to prove themselves on the lonely farm, in the crowded factory, under the sheds where high explosives are made. No labour was too arduous, no task too unpleasant. Where they found themselves in an atmosphere of genuine endeavour they responded; in places where war-time slacking was the order of the day they were not worse than those who should have set an example. There were no men available to do the jobs they undertook so pluckily and carried out so thoroughly. But for the women and girls it is hard to say how England could have carried on the public services in the last years of the war.

Now, on a sudden, all this accomplishment is forgotten. Keen and passionate economists have discovered that even in Government offices afternoon tea is served; that young girls are careful of their personal appearance while engaged on official work. In factory and workshop, on farm, omnibus, tram, and train,

they are found to be doing jobs that were deemed to require able-bodied men; and the cry is "Send them home."

We can all understand that the hard necessities of the present national case, the change from war to peace, must drive thousands of women and girls back to the intolerable humdrum of domestic duties often as superfluous as they are uninteresting. Granting that this is so beyond all doubt, does it justify the present attitude to which unfortunately so large a section of the Press acts as echo? Are the women and girls who took their places, often in "the imminent deadly breach," to be treated as though they had done an injury to their country? If they must go, it should surely be with honour rendered and thanks returned for work well done, and with the thought in the minds of men that the claims of women to every form of recognition have been immensely strengthened, and can no longer be denied.

Women have rendered great and patriotic war service in all directions. Their endurance and devotion contribute a bright chapter to the terrible history of the past few years. To many, young and old, the reward of and gratitude for quiet heroism have taken this form: "You are filling a man's place; get out."

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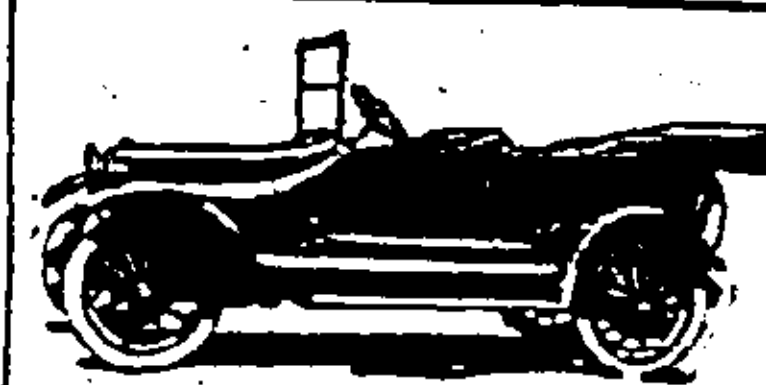
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for Coal Storage. Apply The
Hongkong Land Reclamation
Co., Ltd.

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WHAT DETERMINATION
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Two extraordinary cases were
set before the London Poly-
technic, showing what character
can do in overcoming physical
deficiencies. They were those of
Judge Corley and Mr. Michael
Dowling, both from the U.S.A.,
who told in simple yet expressive
language how they had overcome
the disadvantages of losing legs
and arms early in life.

Judge Corley is a young-looking
man, with his right sleeve unoc-
cupied, the arm being cut off at
the shoulder, and his left arm,
which is cut off at the elbow, is
fitted with a mechanical device of
his own invention with which he
can do almost anything; so that
he is quite independent of other
people's aid. He was injured in
a railway accident when quite a
young man, and he had to face
life afresh, minus arms and
hands. The son of a mechanic,
he set to work to devise a
mechanical hand for the stump of
his left arm, and in the course of 10
years had provided himself with
the means for making himself
personally independent, which
was his one determination from
the start.

Proceeding to show the
audience what a man could do
without hands, he combed his
hair, wound up his watch,
shaved, cleaned his teeth,
cut his nails, put on and
off his collar and tie, and his
jacket, produced a pencil and
paper, and wrote a greeting to
those present in good penman-
ship, and took off his dummy arm
and put it on again, unaided!
Then he packed his things in his
portmanteau, which he lifted and
carried away. He also declared
that he does all his own garden-
ing, and has been driving a Ford
for 75,000 miles. He studied for
the law, and was elected as Judge
for his State, and is now in pri-
vate practice. It was a stirring
story of grit and will-power, and
the hardest handicap, he said,
was public opinion, which made
up its mind that a man without
hands could be no good. The
average employer was shy of the
man with the empty coat-sleeve.
He had to overcome that pre-
judice, and had succeeded.
(Applause). And he did it be-
cause he considered that charity
was no good, but that the best
help was that which helped a
man to help himself, and that
was why he appealed to all em-
ployers to give the disabled men
a chance.

Mr. Michael Dowling's position
had been even more handicapped,
for he was so injured when quite
a young lad that he had both legs
cut off at the knee, one arm off,
and half of the other hand, so
that he had no fingers on it, and
only half a thumb. As he put it,
his prospects in life were minus
X, for he had no education, no

THIRTEEN THEATRES BOUGHT.

BIG MUSIC HALL DEAL.

After prolonged negotiations,
Sir Oswald Stoll has purchased
the interests in the Variety
Theatres Controlling Company,
estimated at three-fourths of the
whole capital, held by Sir Walter
de Frece, and, thus, thirteen
provincial music halls will be
added to the Stoll Circuit on Jan.
1.

This means that competition
between the Moss Empires,
hitherto the most powerful com-
bination in the business, and
Sir Oswald Stoll, is likely to start
shortly. By virtue of an agree-
ment entered into when Sir
Oswald left Moss Empires, and
entered into management for
himself eight years ago, he was
prohibited from building or
acquiring music halls in towns
where there were Moss Empires.
This arrangement expired at the
end of June.

He now will be in opposition
to his old firm at Leeds, Liver-
pool, Portsmouth, Newcastle, and
Sheffield.

The theatres that he is taking
over from Sir Walter de Frece are
the Hippodromes at Boscombe,
Brighton, Leeds, Liverpool
Margate, Newcastle, Portsmouth,
Southampton, Sheffield, and
Southend; and the Manchester
Palace, the Preston Empire, and
Empire, and the Wolverhampton
Empire.

The Stoll tour already includes
houses at Manchester, Bedmin-
ster, Bristol, Chatham, and
Leicester, and five London
music-halls, of which the
Coliseum is the principal.

But in addition, Sir Oswald
Stoll has a great deal to say in
the management of what is popu-
larly known as the Gulliver tour,
as he is chairman of the directors,
and has a big financial interest in
the London Theatre of Varieties,
which controls some 18 variety
theatres in London, including the
Palladium, the Holborn Empire
the Kilburn Empire, and the
Lewisham Hippodrome.

A *Daily News* representative
learns that he is planning to build
or acquire further halls, to bring
the total up to over 50, and thus
it will be possible to book a turn
for a full year's tour under the
one management.

It is said that the Moss Empires
are preparing to take up the
gauntlet.

friends, and no money nor in-
fluence. But now he is the head
of a bank, and the President of
the State Bankers' Association!
The story of the interval between
then and now was another record
of what hard determination, will-
power, and pluck can do for a
man who is never balked by any
obstacle.

NOTICES

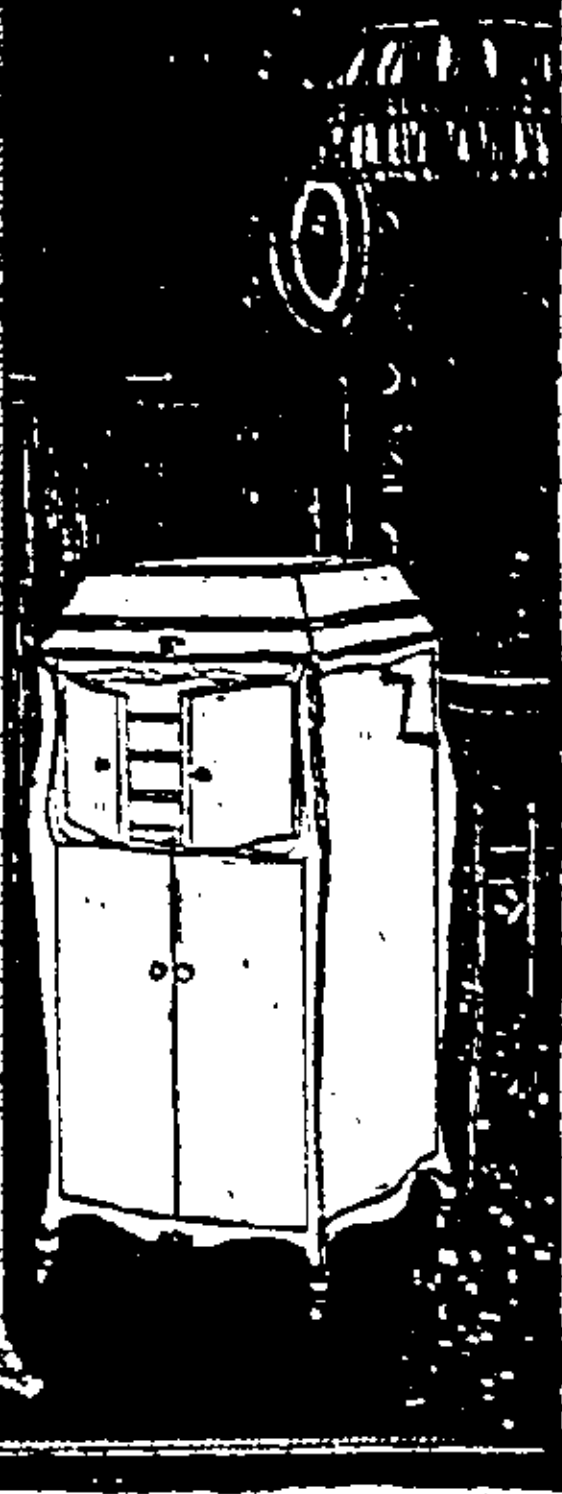
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"How tired your eyes look!" Yes! "as it is entirely due to
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"BLACK COUNTRY."

COAL AND IRON REGION
TOURED.

Essen, Sept. 22.

I have spent four days in Ger-
many's Black Country, the famous
Ruhr district, which is a jumble
of coal mines and iron and steel
works and a network of railways,
so writes Mr. A. A. Davidson to
the *Daily Chronicle*.

The country is not so black as
might be expected, the rolling
uplands still retaining much of
their original freshness while the
River Ruhr, which gives its name
to the district, is not at all a mere
dirty smudge.

The industrial cities which it
supports are remarkably clean
and progressive places, all with
municipal theatres, public parks,
and other amenities, and show-
ing healthy pride in the works
which have brought them their
prosperity. Perhaps their clean-
liness at the present moment is
due to some extent to the prevail-
ing scarcity of coal. Certainly I
have seen very little smoke com-
ing from the numerous chimneys
which stud the district, nor when
travelling at night did I see those
glazes from molten metal and
open furnaces which one usually
associates with travel in the
Black Country.

None the less work is said to be
very plentiful, and there is a de-
mand for labour which one does
not meet with readily elsewhere
in Germany. The iron and steel
industry in Germany is different
from other German industries, in
that it is less dependent than
these others upon overseas trade
for its raw materials, and did not
suffer during the war.

Germany has her own coal,
although it is feared that, with
the deliveries to the Allies she
will not be able to supply her own
wants from her own supplies,
even when the miners are produc-
ing their full quota.

Then, although dependent upon
Sweden and Spain for certain
high-grade ores, she is still
capable of high production from
her own resources of ordinary
ores, nor will the loss of the ore
deposits in Alsace-Lorraine
cripple her vitally. German steel
works expect that the French
works will be unable to use the
total ore output from these pro-
vinces, and will be forced to find
a market for them abroad, includ-
ing Germany.

Labour is plentiful in the Ruhr
district but is at the moment
inefficient for full production,
because of the food supply and
general post-war unrest. The
food supply is improving but it is
expected that it will be long be-
fore the workers quite recover
from the excessive strain of
munitions work during the worst
period of malnutrition.

As regards general unrest, I
inquired as to the probable effects
of the introduction of the workers'
councils into the factories, but
the opinion seemed to be general
that the unrest or, rather, its
cessation, depended less upon
councils than upon efficient feed-
ing and the restoration of a feel-
ing of confidence and security.

Labour conditions are peculiar
at Krupp's huge factory. Krupp's
is really a sort of industrial
squirarchy, with numerous old
workers living in houses owned
by the firm and looking upon
loyalty to it as the motif of their
lives, so that conditions here are
likely to remain unchanged.

Labour meantime is working
eight hours a day with two shifts
daily, and in special cases three.
Numerous enlargements of works,
were made during the war, but
the increased productive power
so obtained cannot be used
straightaway.

Several extensions were made
purely for war work and cannot
be adapted to peace-time produc-
tion; factories were built to con-
sume former deliveries from
Alsace-Lorraine and foreign coun-
tries, regarding all which sources
there is now a certain amount of
uncertainty; nor have they
enough coal.

But even if the works were
capable of full production, not all
of it could be used in world
competition. Germany is com-
mitted to the rebuilding of
Northern France and Belgium,
and this, combined with the
replacement of her own worn-
out locomotives and what not
will make considerable demands
upon her production.

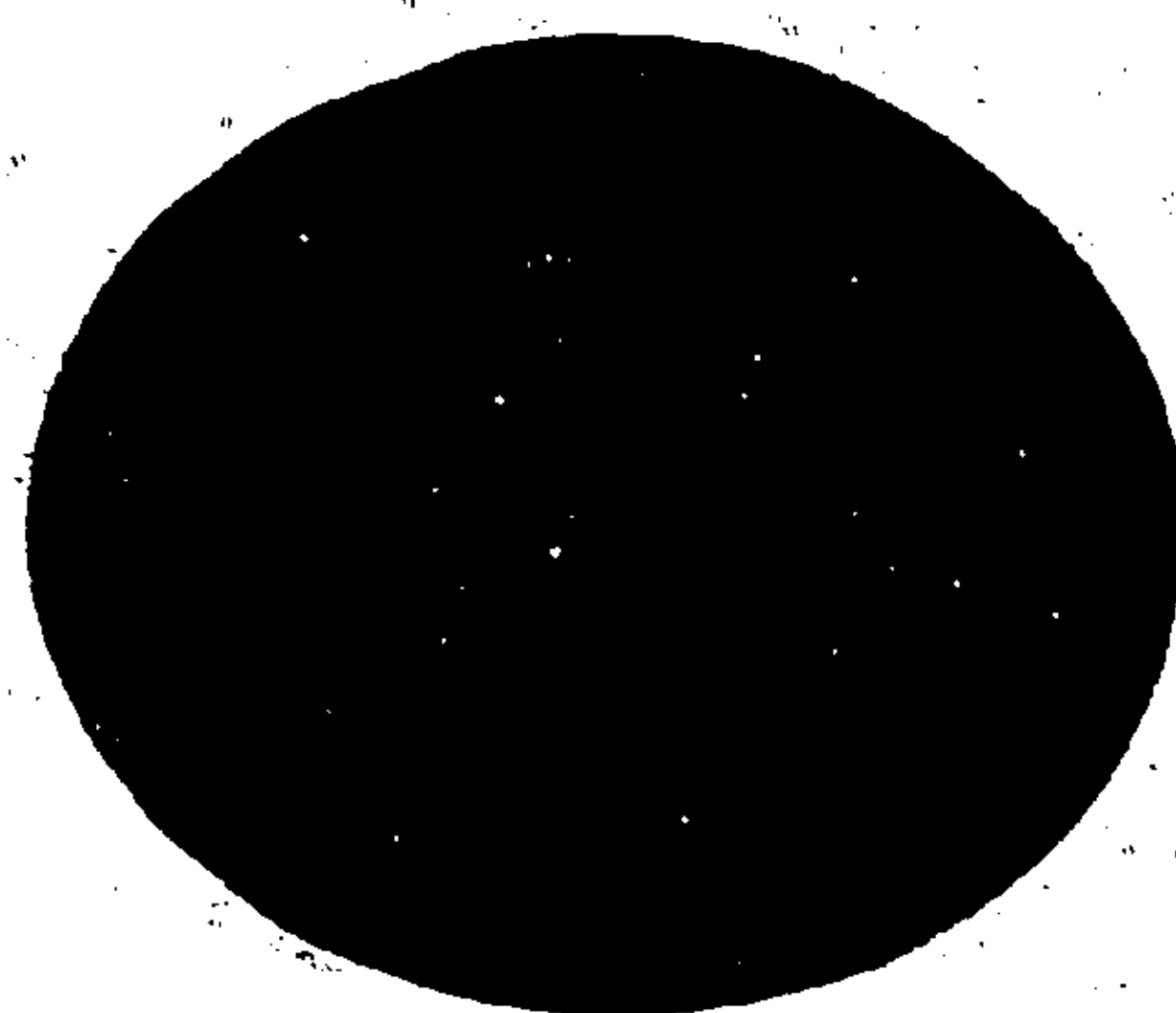
None the less the feeling in the
Ruhr district of recovery and re-
entry into the world markets is
hopeful. There is a general
reluctance as to what is being done
and a disinclination to discuss
the matter, but there is no mis-
taking the general atmosphere.

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The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 13, 1919.

NO TIME FOR SLOPPY SENTIMENTALITY.

Those who thought that once the Germans were beaten on the field of battle, they would promptly and honourably carry out the obligations imposed upon them by the Allies have been sadly mistaken. It is over a year now since the fighting ended, but the Peace Treaty is even yet not in operation. That is so, not by reason of delay in drawing it up, but because Germany has by a series of violations of the Armistice terms, made it necessary for the Allies to be constantly on their guard and to impose fresh conditions upon the conquered nation. It is all very well to talk about forgetting and forgiving, and to urge a speedy renewal of friendly intercourse with the erstwhile enemy, but the fact cannot be overlooked that Germany has not observed the terms laid down by the Entente as a basis for the peace provisions later enumerated in the Treaty of Versailles. No amount of sloppy sentimentality or "bury the hatchet" talk can offset that cardinal fact. We commend it to the consideration of those who boast of their desire to be fair and "sporty."

The deliberate sinking of the German warships at Scapa Flow and the destruction of a number of U-boats on the way to be surrendered were distinct breaches of the Armistice, and the Allies are therefore well within their rights, and are only doing what they plainly told Germany they would do, when they make a further series of demands on the Fatherland. There has been a lot of loose, idiotic writing in this connection about British connivance in the Scapa Flow sinkings, as if our naval men, after smashing the power of the German Navy during the war, would assist the Huns in their determination not to permit the Allies to secure possession of vessels of the Stay-at-Home Fleet, or shut their eyes to what was happening. That sort of talk may be food for idle gossips who always know better than anybody else, but it scarcely squares with likelihood. Anyhow, the Allies have now told Germany in perfectly unambiguous terms what she has to do in order to make reparation for her sins. Five more cruisers have to be handed over, as well as a number of submarines and other material, including floating docks, cranes, tugs, dredgers, etc. That is the price which the Germans have to pay for going back on their pledged word, and until the new requirements are complied with, the German naval men from Scapa Flow will not be permitted to return to their homes.

It is useless and a waste of time to worry about being kind and considerate to a people who accept terms for the cessation of fighting and then calmly proceed to break those terms. Germany has herself to blame when the Allies come forward with new demands drawn up in the form of punishment for violations of the Armistice. Had she abided by her word, these additional warships and war material would still have remained her property. But she chose to infringe the agreement come to, and therefore must suffer the consequences. She is also made to understand that the benefits of ratified peace will not accrue to her until she has fulfilled all the obligations laid upon her by the Entente, and if she does not do as she is told within the period laid down, then the Allies rightly reserve to themselves the right to take the necessary military or other coercive measures. All this, as we say, the Germans have brought upon themselves. They may have thought that the Allies would be indifferent about the actual fulfilment of the Armistice conditions. If so, they are now thoroughly disillusioned. In its own interests, the Entente cannot afford to be magnanimous towards the Germans, who would only abuse any kindness shown them. An agreement is an agreement, and it must be seen to that the one signed between the Allies and Germany is observed to the letter as well as in spirit.

NOTES & COMMENTS.

"YOUNG CHINA."

According to one of our special Shanghai telegrams to hand recently, Sir John Jordan holds the view that "the hope of China lies in 'Young China.'" There is nothing very original in that opinion, and if we are prepared to believe that China can work out her own salvation we must all agree with it. But we cannot altogether pin our faith in the present Young China group, which will have to very decidedly revise its ideas and methods before it can render any really useful service to the nation. Student strikes, rioting, bomb-throwing and boycotting are the means chosen by Young China by which to attain its ends. Preference is invariably given to violent methods than to constitutional activity by these hot-headed upstarts. By a coincidence, accompanying the message giving Sir John Jordan's opinion quoted above, there also came another telegram reporting a bomb explosion on Sincere's roof garden in Shanghai. Nothing is said as to who placed the bomb in this pleasure resort, but in view of past happenings of a similar kind, it would not be surprising to learn that the culprit was of the Young China faction. Well, the hope of China surely does not lie with rascals of this type. Bombs have their uses, but to use them for political purposes or for personal revenge, as Young China is fond of doing, is to injure the progressive cause which these folk are supposed to have at heart.

We understand that a Ball under the auspices of the St. George's Society of Hongkong will take place on 6th January, 1920, at the City Hall.

On the trip from Calcutta of the Indo-China vessel Kwai Sang one passenger jumped overboard in Sulphur Chamaul, but was picked up.

The Empress of Japan, which has been in the docks for the last three weeks for her annual overhauling, leaves for Vancouver via Shanghai and Japan on the 19th instant.

We hear that Mr. Vere Matthews, of the Frawley Company, has received an intimation that he has been awarded the Military Cross for services in Mesopotamia.

THE DOLLAR.

Everybody is asking "What about the dollar, do you think it's going any higher?" And most of us are saying in reply "I should just like to know." The present price is a figure that we used to dream about, thinking that if it ever came we should have found in Exchange a positive El Dorado—a short cut to affluence. But what we are all saying now when we "converted" the few spare Mexicans we had some months ago into sterling at a rate much more than a shilling down on the present price? Most are saying things that are not at all complimentary. In the days when the dollar was 110s. and lower, we looked at the 2s. rate as one that was surrounded by a resplendent glory. At 24s. people became really ecstatic, at 3s. they sighed over past errors, at 4s. they swore to mend their ways and to save like fury, at 48s. they are kicking themselves because they have not done what they promised to. Yes, our dollar is a fine barometer that acts and reacts on our impulses. It's a factor that can make a man form hundreds of resolutions promising himself this and that economy, but in the very same moment he goes on in just the same old way as he always did. One Kowloon resident, on the day that the dollar reached 4s. told not a few of his friends that as a ten-cent ricksha ride meant spending nearly 5d. he was going to walk in future to and from the ferry. But it's a fact that he doesn't. A drink in our hotels, that is anything but "soft," is costing a man about 3s. just now, but there's the same old number daily assembled in the same old comfortable building. A man who buys a tin of cigarettes at eighty cents is paying practically a penny each for his "cigs," but who is going to claim that just because a silly old dollar chooses to become a little more valuable a man is going to give up smoking? What a subject for moralising could be opened up! But we will spare the infliction.

A GLANCE AT AMERICA.

We often speak of the troubles with which Britain is now faced, but it is worth while now and again to take a glance across the Pacific to see what is happening in the great Republic of America. Like most peoples our American cousins are facing an industrial situation that constitutes a very real crisis, and legislative action has had to be taken to meet the threat that organised Labour has imposed upon the community. What Britain has just recovered from America's face to face with, and the sympathies of all those who have at heart the welfare of this great nation will go out to those who are fighting for stability of government against the ill-considered attempts at coercion by those who think they have grievances to remedy. The illness of President Wilson was a deed untimely, for his personal influence in the settlement of the Shantung question, would have resulted, we are sure, in an agreement before now. As it is, the matter is in a most unsatisfactory state of obstructed consideration. The ascendancy of the Republicans

in the State elections is an evidence that the people as a whole are determined to support parties standing for the existing code of law and order, and that, although the noise made by the turbulent factions in the community might suggest that they have a large backing, there is in reality no fear of a widespread social upheaval. America played a great part in the war and she is destined to play a great part in these days of reconstructive peace, provided that in her internal affairs there is manifested the moderation that the world is so urgently crying for.

DAY-BY-DAY.

IN PROSPERITY IT IS VERY EASY TO FIND A FRIEND; BUT IN ADVERSITY IT IS THE MOST DIFFICULT OF ALL THINGS.—Epictetus.

Yesterday's health return shows one fatal case of enteric fever, the victim being a Chinese.

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The first of the Special Services in celebration of the Diamond Jubilee of Union Church takes place next Sunday at the usual hour of Morning Service, 11 o'clock. H. E. the Governor has signified his intention to be present, also H. E. Major General Ventris and Commodore Gurney, R. N.

The Misses Aileen and Doris Woods are again in the Colony after a prolonged and extremely successful season in the North and Japan. One of their biggest successes in Kobe was the holding of a series of cabaret balls, at which they sang to the orchestral accompaniment whilst the guests danced, the effect being very pretty. Arrangements are being made in Hongkong to give classes of instruction at the City Hall in the latest American ball-room dances, notably the One Step, Fox Trot and the American Slow Waltz, whilst private tuition will also be given at the pupils' residences. For members of the Peak Club a series of classes is being arranged. To-morrow, the Misses Woods will give demonstrations at the Hongkong Hotel tea dance.

OPENING OF CHINA-TOWN'S RITZ.

OVER 1,000 GUESTS INVITED.

There was great excitement at West Point last night when an anxiously-awaited event came to pass. In a blaze of electric lights under whose effulgence those of the surrounding restaurants were shamed into insignificance and to the accompaniment of the firing of an extraordinarily long string of crackers, the Kam Ling, Chinatown's Ritz, opened its doors and extended its hospitality to well over a thousand guests, including many Europeans, who had been invited to the opening ceremony. As each guest made his entry into the spacious dining-rooms he was greeted by a burst of music from brass instruments. Usured to the dining-table, he took pleasure in the innumerable delicacies served up in turn by obsequious *waiters*, the while having his ears gladdened by the heart-moving strains of a Chinese orchestra, or by the "sweet nothings" whispered to him by coy maidens hovering near. There was a heavy demand on the *sanshui* tap by guests warming up to the calling and honouring of toasts, finger-guessing, and other diversions. The turning on of all lights developed such a heavy load on the dynamo that at times they threatened to go out altogether. Happily this untoward incident did not happen, and Kam Ling had its first night under what must be admitted were very auspicious circumstances.

The suggestion has been made to me, in connection with the above, that there could very easily be formed here a male voice choir, and I feel certain that there are many men of sufficient vocal capacity to take up choral work, even though they fight shy of any solo efforts. At home such bodies have quite a social value, bringing together all classes of men, and here there will soon be a large body of Service men who could supply a number of voices to swell the civilian contribution. I believe that some years ago there was a small male choir in connection with the Naval Yard, but for some reason or other it died out. What it wants is some energetic individual with a love for music to make himself busy in the matter, and he can be assured that it would not be labour lost. But so many things wait that, and Hongkong is not notorious for energetic enthusiasts in anything. Peculiarly, we have in our routine of living, a wonderful time between tea and dinner in which practices could be arranged, and in that respect we are better off than most people at home, who have to attend practices late at night.

One can scarcely pick up a Home Journal without sighing to

MUSICAL JOTTINGS.

(BY "ENHARMONIC.")

One could write about that Band for Hongkong for ever, for there is not a week that goes by that does not bring with it a need to be filled by some such institution. This week the Frawley Company is at the Theatre Royal, and all that it has been able to procure is a small string band of one or two instrumentalists. The incidental music to a play materially helps to make a "show" go, but by its very nature a small string orchestra can never hope to be a success on such occasions. At the conclusion of last evening's play it sounded not a little strange to hear the National Anthem "twinkled" out on a few strings.

I am very glad to hear that there is a strong probability that the band of H.M.S. Hawkins will be available for the forthcoming St. Andrews' Ball. The ship is at present out of the Colony, but it is expected to return in time for this social function—perhaps the most looked-forward-to social event of the year. I understand that should the Hawkins be delayed longer than is at present expected the Jazz Band of the Hongkong Hotel will supply all the dance music, apart from the Scottish dances, the bag-pipe music for which will be played by the Indian pipers.

The first of the series of practices dance in connection with this Ball took place on Tuesday evening, and a good many people present had their first introduction to the Jazz Band, as providing measures for dancing. One Steps, Fox Trots and One-Step Waltzes were gone through and one fact was very clearly brought out. Whatever one of aesthetic musical taste might think of the Jazz Band, it certainly does provide for the modern type of dancing a wonderfully good time and rhythm. The time of the various steps is very clearly enunciated, and the dancers of today can readily be excused a great liking for the class of music that such bands are limited to produce. The Indian Pipers were also present, but I am glad that I cannot dance Scottish dances, for they are as exhausting as about five ordinary one-steps.

I have been asked if I know what has happened to Hongkong's Philharmonic Society, and the query gives me an opportunity to say a little about the lack of chorus music here. There has been nothing heard of the Philharmonic Society for a long time past, though it used to treat inhabitants to oratorio work in days gone by. When one reflects that in even the smallest towns at home there are choral societies performing well-known works, annually or half-yearly, it seems a little needless that Hongkong should be so starved in this direction. We are now entering upon the season of the year when one's thoughts turn more to musical evenings than in the summer, but it would seem that this winter is going to be like so many more we have had—devoid of local musical effort. We have been promised some carols in the Cathedral just before Christmas, but that is a very small drop of consolation in our ocean of discontent.

The suggestion has been made to me, in connection with the above, that there could very easily be formed here a male voice choir, and I feel certain that there are many men of sufficient vocal capacity to take up choral work, even though they fight shy of any solo efforts. At home such bodies have quite a social value, bringing together all classes of men, and here there will soon be a large body of Service men who could supply a number of voices to swell the civilian contribution. I believe that some years ago there was a small male choir in connection with the Naval Yard, but for some reason or other it died out. What it wants is some energetic individual with a love for music to make himself busy in the matter, and he can be assured that it would not be labour lost. But so many things wait that, and Hongkong is not notorious for energetic enthusiasts in anything. Peculiarly, we have in our routine of living, a wonderful time between tea and dinner in which practices could be arranged, and in that respect we are better off than most people at home, who have to attend practices late at night.

One can scarcely pick up a Home Journal without sighing to

SHANGHAI RACES.

THIRD DAY.

We are indebted to the Hongkong Club for the following figures of the results:

The Flyaway Plate.—Seven furlongs.
Messrs Teez and Soelmin's Triumph (Mr. Knoll)..... 1
Mr John Peel's Sindy (Mr. Johnstone)..... 2
Messrs Stephen and Burkill's Byrdand (Mr. Vuilleumier)..... 3
Time: 1 min. 47 2/5 secs.
Grand Stand Stakes.—One mile.
Mr J. Spurr's Last Call II (Mr. Johnstone)..... 1
Mr Fash's Dunera (Mr. Dalgarno)..... 2
Mr Chaucer's Pilgrim (Mr. Bremner)..... 3
Time: 2 mins 05 3/4 secs.
The Bubbling Wall Cup.—1 1/4 miles.
Messrs Winsome and Hasty's The Heron (Mr. Hill)..... 1
Mr Suterle's Ironsard (Mr. Vida)..... 2
Mr Runk's Rouble (Mr. Sleep)..... 3
Time: 2 mins. 43 secs.
The Pari-Mutuel Cup.—1 1/2 miles.
Mr Bohnchild's Scala (Mr. Crockam)..... 1
Messrs Sky and Hickling's Mazurek (Mr. J. K. Brand)..... 2
Mr F. S. Gibbing's Standard Dabla (Mr. Burkill)..... 3
Time: 3 mins. 17 1/2 secs.
The Jockey Cup.—One mile and a quarter.
Mr M. O. Springfield's Wild Cat (Mr. Pinkerton)..... 1
Messrs Winsome and Hasty's The Hawkech (Mr. Peacock)..... 2
Mr E. S. Hives' M-Juba (Mr. Hue)..... 3
Time: 2 mins 45 3/5 secs.
The Sub-Griffins Consolation Cup.—One mile and a quarter.
Mr Siler's Scesaplana (Mr. Vuilleumier)..... 1
Mr Mem's Young Alf (Mr. Burkill)..... 2
Messrs Sky and Hickling's Lezek (Mr. Sweeting)..... 3
Time: 2 mins. 46 1/5 secs.
The Champion Sweep Stakes.—One mile and a quarter.
Silver Streak (Mr. Johnstone)..... 1
The Oriole (Mr. Hill)..... 2
Hallow E'en (Mr. Brand)..... 3
Time: 2 mins. 36 1/2 secs.
The Jersfield Cup.—One mile and a quarter.
Mr Suterle's Castlesand (Mr. Vida)..... 1
Mr MacGregor's Red Coat (Mr. Bremner)..... 2
Mr McBain's Golden Plume (Mr. Dukarno)..... 3
Time: 2 mins. 45 2/5 secs.

THE CHAMPIONS.
(From Our Own Correspondent.)
Shanghai, Nov. 12.

The Champions Sweepstake resulted:
Silver Streak (Mr. Johnstone) 1
The Oriole (Mr. Hill) 2
Hallow E'en (Mr. J. K. Brand) 3
Won by a length and a half, same distance between second and third. Time 2 mins. 33 secs.
There were ten starters. Castlewood, who shared the favour in the betting with Silver Streak, too, the lead at the start, and maintained it to the straight, with Silver Streak and Mountain King trailing him in that order. Castlewood cracked up in the stretch, Silver Streak coming out pressed by the Oriole, Hallow E'en and Mountain King. They finished in that order.
There was an unprecedented attendance. First prize in the Sweeps amounted to \$94,500 and second prize \$27,000.

be back in London this winter, for the papers simply teem just now with what is being done in the musical world. The Carl Rosa Opera Company is going to have a very big season, the public are promised new productions and some of the old favourites by the London Philharmonic Society. The Symphony Orchestra has recruited a lot of promising young instrumentalists, there are band contests arranged, the good old popular "Prom" concerts are going to boom; in fact the musical catering at home just now is as lavish as it ever has been. Looking at things all round we sacrifice a good deal of what makes life go sweetly by our voluntary exile, and the worst of it all is that the majority of us are content to go along needlessly depriving ourselves of a lot that, with a little effort, we might find compensating.

I notice by the latest mail to hand that the famous Russian Grand Opera Company, now in Shanghai and consisting of 83 artists, soloists, chorus, ballet orchestra, is due to open in Manila on November 20. They will present the well-known Aida, Faust, Carmen, Boris Godunov, Lakme, Pagliacci, Cavalleria Rusticana, Rigolatto, Traviata, Tosca, Barber of Seville, the Demon, the Hagezok, Thais, Gioconda, Madame Butterfly, Pearl Fishers, Jewess, Elzina Ozein, Mignon and Irovatore. That's a pretty fine list of the world's most famous operas. I am wondering whether the Company intends coming to Hongkong. They would get a fine welcome, I know.

There was a sensational moment at the Brighton meeting of the British Association in 1872. Stanley had just returned from Africa, and was relating the story of his meeting with Livingstone at Ujiji. Livingstone had asked for news of the outside world. "I told him," said Stanley, "that Europe had been convulsed, dynasties had been overthrown, and that Napoleon is at this moment a refugee in England." A thrill ran through the great audience, for among them was sitting Napoleon, with the Empress Eugenie by his side. The Emperor was seen to start and turn pale, and he did not recover composure for some minutes.

The vagaries of a Westinghouse brake had caused delay on a main Southern line, and intending passengers at a country junction were cooling their heels by the simple process of impatiently pacing the platform. To angry remonstrances the solitary porter returned Front Bench answers in soft Sussex. Presently a pale, clear-eyed young person soliloquised. "This," she said, addressing the vacant rails, "has just about filled my coffin. In the present state of Whitehall flappers it's no good saying your train was late." This is the end of me! From her attache case she drew a miniature pack of cards and played a game of Patience placidly awaiting the train and the doom assigned.

TO-DAY'S MISCELLANY.

On the same day that he practically cornered the world's supply of vanadium by signing a cheque for \$300,000 Mr. Charles Schwab was detained in a barber's shop in Pittsburg until a friend came in and lent him the price of a shave. It appeared that Mr. Schwab left home without any money, and did not discover the fact until he put his hand in his pocket to pay for the shave.

In his memoirs the late Lord Beresford told the following tale of two bluejackets mounted on horses. One man had struck a buckskin broncho type of steed, and his companion viewed the quadruped's flighty behaviour with concern. "Get off that 'orse, Jack!" he implored his mate. "E's a real beast and no mistake." "E ain't no beast neither," retorted Duke. "E's the cleverest 'orse as ever I seed 'E throw me up and he catches me! Why e's only missed me three times in a 'our!"

The model battleships which have recently been added to the War Museum will probably be of special interest to King George, for he himself possesses the most interesting collection of model ships in the world. It comprises over fifty beautiful models in silver of old battleships, made originally to hold wine, and used as gifts between Royal personages. Collecting these beautiful toys was the hobby of the late Duke of Edinburgh, who left them to King Edward, and the squadron thus formed is unique and practically priceless.

Honours were flying thick and fast through the Government office, which was closing down. Everybody got something, except Wilkins, and why he was omitted no one could say. Still he determined to seize the chance for a little joking. So he addressed a letter to himself at the office, adding the letters O. B. E. after his name. "What does this mean?" demanded the senior official to whom the matter was reported. "You are not entitled to this!" "Pardon me, sir," replied Wilkins; "but I think I am, as I am the Only Blooming Exception."

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LAN TAU MURDER CASE.

The case in which two Chinese were charged with the murder of a Chinese boatwoman off Lan Tau Island, on 27th August last, was concluded yesterday before his Lordship the Chief Justice.

The jury found both accused guilty, and his Lordship passed sentence of death.

onuv, Lakme, Pagliacci, Cavalleria Rusticana, Rigolatto, Traviata, Tosca, Barber of Seville, the Demon, the Hagezok, Thais, Gioconda, Madame Butterfly, Pearl Fishers, Jewess, Elzina Ozein, Mignon and Irovatore. That's a pretty fine list of the world's most famous operas. I am wondering whether the Company intends coming to Hongkong. They would get a fine welcome, I know.

BANKRUPTCY COURT.

EUROPEAN'S WEDDING CELEBRATIONS.

A number of bankruptcy cases were heard this morning by the Puisne Judge, Mr. C. D. Melbourne, in the Summary Court.

ADJUDICATED BANKRUPT.
In the matter of the Hop Tak Loong Firm, application was made for adjudication.

The Official Receiver (Mr. Lloyd) said that the original petition only mentioned the firm. He had been able to ascertain who were the partners and had served a copy of the petition on them, and as they acknowledged they were the partners, he therefore asked for the firm to be adjudicated and the partners mentioned in his report.

His Lordship granted the application.

RICKSHAS AS ASSETS.
In the matter of Ngan Shing-ling, petitioning creditor, his Lordship granted the application of Mr. M. W. Lo for an adjournment of the hearing.

Mr. Lo, who appeared for the petitioning creditor, explained that a number of creditors were going to show an execution against the debtor whose assets consisted of about 80 rickshas. He understood that some of the debtor's friends came to his rescue and had come to a settlement with the creditor. In that case in the interest of the other creditors, among whom was the petitioner, the application was made for the adjournment.

His Lordship: Try to settle it out of court.

Mr. Lo: That is the decision that has been come to.

A DEBTOR'S PETITION.
A debtor's petition was made for a declaration of bankruptcy of the Yuen Shu Nam, alias Yuen Ping, trading as the Wing Yick, in Yau-mat.

Mr. Farebrother Mason, who appeared for the petitioning debtor, stated that the petition was supported by a declaration of the debtor in which \$8,246.69 was set out to be the amount of liabilities and \$4,991.40 assets, being as to \$2,361.40, moneys due by various firms, and the balance the value of the stock and furniture.

His Lordship granted the application for a receiving order to be made and the firm adjudged bankrupt.

AN ENGINEER'S AFFAIRS.
Mr. H. C. Pomroy, a shift engineer of the Hongkong Electric Company, underwent a public examination for bankruptcy.

Mr. Pomroy said that he was 21 years of age and came to the Colony in August 1918. He obtained his present position in the month following, his present salary being \$331 per month. The total amount of his debts were \$2,400, and on these with the exception of those incurred during last month he had paid instalments. He married on the 14th September last, prior to which date the sum of his indebtedness was between \$1,000 and \$1,200. From the date of his marriage to that of the petition his debts had practically doubled. The total cost of the wedding celebrations came up to about \$200 or \$300, which included the giving of the wedding reception, motor-car rides, and refreshments. The latter included a certain quantity of champagne which he bought for his own consumption. The wine was of the best and its cost, including a certain quantity of whisky, came up to something something like \$182.

The Official Receiver: You told the Court that your debts came up to over \$1,000. What prospects had you of paying for this extra amount of motor cars and champagne?

Witness: I was expecting some money from America, which has, so far, not arrived.

In reply to another question, witness said that the furnishing of his house amounted to \$500 which was also obtained on credit.

The Official Receiver: You had a salary of \$331 per month. Previous to your marriage how much did it cost you for board and lodging apart from pleasures?

—\$75.

Witness added that he spent about \$300 per month on pleasures.

The Official Receiver: That is, your salary is \$331; your board and lodging came up to \$75, and your debts previous to your marriage were \$1,200. You are exceeding your income by about \$100 a month which makes your expenses, apart from your board and lodging, something like \$300?—Yes.

Witness said that he attributed his bankruptcy to the failure of the money from America and

SCHOOL FOOTBALL.

YESTERDAY'S MATCHES.

School Football League matches played yesterday resulted as follows:—

DIVISION I
St. Joseph's, 1; Queen's, 0.
St. Stephen's, 0; Diocesan, 0.

DIVISION II
St. Joseph's, 5; St. Stephen's, 0.
Anglo-Indians, 1; Diocesan, 1.
Queen's College, 3; Yingwa, 0.
The League was in full swing and there were very large crowds, and the principal juvenile, at the various matches at Causeway Bay and the Happy Valley. The match of the afternoon was that between Queen's College and St. Joseph's in the First Division of the League on the Hongkong Ground. There was intense excitement between the rival partisans, the grand stand being packed, and judging by the demonstration St. Joseph's appeared to be the popular team; at least their supporters were more audible throughout the match. The result was more or less a surprise, and the other games resulted generally as expected.

QUEEN'S COLLEGE V. ST. JOSEPH'S.
The game commenced at a furious pace, and Wei was early conspicuous with some delightful dribbling but the St. Joseph's defence played a rare bustling game and held the clever line opposed to them for the first portion of the initial half. St. Joseph's then took up the running and Rahman and Ismail came very near scoring, only the determined defence of the backs assisted by Lang keeping them from scoring and several corners were placed very accurately by the outside left. The first half ended with a blank sheet. The pace did not diminish in the second portion of the game and Rahman and Rahman, inside forwards of St. Joseph's, were very troublesome to the defence. Ismail eventually scoring with a really fine cross shot to the accompaniment of a great demonstration, this player after the match being carried shoulder high off the field by his admirers. Wei and Rahman brothers for Queen's made several praise-worthy efforts, but something always went wrong at the final and it was evidently St. Joseph's day, for on the run of play they were good value for the one goal.

DIOCESAN SCHOOL V. ST. STEPHEN'S.

A pointless draw about represented the run of this game which compared to the other First Division match was lifeless. Both sides indulged in too much high kicking, the backs on both sides being very good, but no attention was paid to placing. Diocesan inside forwards were very good as also were St. Stephen's full backs, particularly the left back, who showed very bright football, and the outside right.

ST. STEPHEN'S V. ST. JOSEPH'S.

St. Joseph's were much too fast for their opponents and goals came very regularly, the first a penalty for hands and St. Joseph's led by 3-0 at the interval. They got 2 more in the second half and retired easy winners. The losers were well served by the backs and goalie and the left half was very conspicuous playing a strong game. St. Joseph's halves controlled the game finely and the forwards were a fast and dangerous lot.

ANGLO-INDIAN SCHOOL V. DIOCESAN.

A hard fought game resulted in a draw of one all. The Anglo-Indians were much heavier than their opponents who played pluckily. Diocesan were handicapped at the start with only eight players but the others came on and Hampson for Diocesan struck the bar with a fine shot. Omar scored the opening goal for Indians in the first half and Zimmerman scored softly for Diocesan on the restart. Rumjahn and Hassan were conspicuous for the Anglo-Indians and Chau and Hanson were the pick of Diocesan.

Messrs. Black, Townsend and Langford, H.K.F.A. Official Referees, were in charge the various games.

QUIZ.

also to the pressing demands of two creditors, one of whom he owed \$175 and the other \$166.

His Lordship enquired if any of the creditors in Court wanted to ask the witness questions.

A Chinese came forward with a bill for work and supplies given to witness, and said that he was willing to abide by the decisions of the other creditors. There being no objection from the other creditors, his Lordship said the matter might be safely left to the Official Receiver.

FOOTBALL.

NEXT SATURDAY'S PROGRAMME.

The League matches arranged for Saturday next are of great interest and some good games should result. The Club face their old friends the R. A. who have spoilt the Club's championship chances on several occasions. Games between the two sides are always worth watching and although at present the R. A. on paper, look to be below former seasons standard yet Taylor, Talfourd, Green and Morris are players to be treated the greatest respect and form the nucleus of a good side. Yet the Club should win if they pick up their chances.

The Navy may not find the Police so easy a matter as St. Joseph's, as the Police are a hefty lot and will improve each match, whilst the match between St. Joseph's and South China is bound to be intensely exciting owing to the strong local feeling. It is hoped that the authorities of the F. A. also the officials of the two Clubs will leave nothing undone to ensure the comfort of the players and to referee, and allow the match to be contested without interruption. The match should, if played in good sporting manner, be productive of some good class football. Form will not count in this match. St. Joseph's should have the better chance of winning as they are more dangerous in front of goal, but there should not be much in it either way.

The Staffs, Navy Reserves and Club de Recreo should win their matches without much effort.

A meeting of the H.K.F.A. also H. K. League is being called for Monday next, the principal item on the agenda being the election of a Hon. Secretary of the H. K. F. A. and H. K. League vice M. F. Wright who is resigning owing to expected departure for England during the next month. Mr. Wright has held the dual position of Secretary of the Association and League for the last four seasons, a position which has entailed a large amount of time and labour and has been a worthy successor to Mr. F. W. Eager who did a lot of pioneer work for Hongkong Association Football, and his departure for England will be regretted. A successor will be difficult to obtain but efforts are being made to induce a well known sportsman connected with many branches of sport in the Colony to accept the position. Mr. Wright leaves the Association and League in a flourishing position and with the revival of the Service Clubs the season promises to be an unusually successful one.

The teams and officials for Saturday's games are as follows:—

HONGKONG LEAGUE: DIVISION I
Hongkong Club v. R. A.—Kick-off 4.30 p.m. Club Ground; referee Mr. Coaker.
Hongkong Police v. Navy.—Kick-off 4.30 p.m. Navy Ground; referee Lt. Snook.
South China v. St. Joseph's.—Kick-off 4.30 p.m. Military Ground; referee Mr. Townsend.

HONGKONG LEAGUE: DIVISION II
Staffs and Depts. v. South China.—Kick-off 3 p.m. Military Ground; referee, Mr. Smith.
Club de Recreo v. Indian R.C.—Kick-off, 3 p.m. Club Ground; referee, Mr. Langford.
Royal Navy Res. v. St. Joseph's.—Kick-off 3 p.m. Navy Ground; referee, Lt. Thornton.

The following will represent the H. K. F. C. in their League game with the R. G. A. on the Club Ground on Saturday:—G. S. Rodger; J. McCubbin and F. Black; M. W. Railton, J. Stewart and J. W. R. MacPhail; J. Rodger, B. Pasco, D. Reichmann, H. M. McTavish and J. Stalker. Reserve:—E. Riis.

The following will play for the I.R.C. in a League football match against the Club de Recreo on Club's ground on Saturday, Kick-off at 2.30 p.m.:—A. O. Madar, Ali Salim, B. A. Hyder, M. S. Hartman (Capt) S. A. Ismail, N. Rumjahn, G. A. Hyder, C. G. Markar, A. L. Andree, O. Rumjahn, and S. Rumjahn. Reserves:—Izan Rahman and A. D. Hassan.

CRICKET.
UNIVERSITY V. I.R.C.
The following will represent the I.R.C. in a League match against the University on the latter's ground on Saturday at 2.15 p.m.:—A. H. Runjahn (Captain), A. el Arculli, S. H. Ismail, S. D. Ismail, G. C. Earde, A. A. Bami, N. M. Bux, E. A. Moosdeen, G. Partabral, E. Moosdeen, and D. Rumjahn. Reserve: J. Nazarin.

DAIRY FARM NEWS.

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FRAWLEY COMPANY.

"TURN TO THE RIGHT."
Again the Theatre Royal was well filled last night, when the Frawley Company staged the American comedy, "Turn to the Right." It was the first time that the play had been put on in Hongkong, and it was thoroughly enjoyed by all present. A happy admixture of humour and pathos, with a touch or two of pure drama, it gave full scope for effective acting, and of the opportunities the members of the cast made the fullest use. There was a freshness and vitality about the Company's handling of the piece which brought out in an altogether admirable manner. The story, briefly, is of a man (Joe Bascom) formed after serving a prison sentence, who, aided by a loving old soul of a mother, helps two ex-comrades in crime (Muggs and Gilly) to "turn to the right." There is, of course, a strong love element in the play, the culmination of which is reached when the trio each win a feminine heart.

The part of Joe Bascom was in the capable hands of Mr. Albert Morrison, who acted splendidly throughout, being strongly supported by Mr. Homer Barton as Gilly and Mr. Rodney Hildebrand as Muggs. Mr. Barton was especially droll in his part and kept the fun going whenever he was on the stage. As Mrs. Bascom, the dear old mother, Miss Leslie Virden made a big hit, playing the role most charmingly. Others of whom a special word should be said were Mr. Henry Crosby, as Deacon Tillenger, a mean, grasping, religious humbug, and the Misses Beatrice Prentice, Gloria Fonda and Claribel Fontaine, as the three girls of the piece. The other parts were also in experienced hands.

To-night "Polly With a Past" is the attraction.

People who reside in the Tropics, or in any part where Malaria prevails, should avoid going out before the sun has dispelled the morning mists, and also before they have breakfasted. The reasons for this are that the vapours which arise from the earth during the night are frequently malarious, and the system unfortified by the morning meal is especially susceptible to this poison.

The only real safeguard against Malaria, however, is pure rich blood. And when Malaria has entered the system the only method of driving it out is by purifying and enriching the blood. For both these purposes the one proved specific is the World-famous blood tonic Dr. Williams' Pink Pills. The testimony of innumerable cured sufferers from Malaria has established the fact that these Pills are a permanent remedy. Their action is prompt, they begin to purify and build-up the blood from the first dose. And as rapidly as the blood gains strength so it expels the Malaria parasites until the whole system is cleansed, strengthened and rejuvenated.

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Of medicine vendors everywhere, Dr. Williams' Pink Pills for Pale People are also obtainable direct from the China Office of the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, \$1.50 the bottle, \$8 for six bottles, post free. A postcard request to the above address will bring you a helpful free booklet "Building up the Blood" by return mail.

NOTICES.

NOTICES.

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SAILINGS FOR
LONDON VIA SINGAPORE, COLOMBO, PORT SAID & MARSEILLES.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
NOVARA	19th Dec.	23rd Jan.	1st Feb.

FOR CALCUTTA via STRAITS & RANGOON.

GREGORY. 17th Nov. 1 p.m. Due Calcutta about 5th Dec.

FOR SINGAPORE, COLOMBO & BOMBAY.

DUNERA. due Bombay about 25th Nov.

FOR AUSTRALIAN PORTS via TORRES STRAITS.

EASTERN. 23rd Nov. due Sydney about 16th Dec.

FOR SHANGHAI, MOJI KOBE & YOKOHAMA.

NOVARA. leave Hongkong about 18th Nov. 2nd Dec.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road, Central. Agents.

SHIPPING.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
KASHIMA MARU. Saturday, 22nd Nov., at 11 a.m.
FUSHIMI MARU. (Omitting Manila) Sat., 13th Dec. at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU. Friday, 14th Nov., at noon.
TAMBA MARU. Friday, 28th Nov., at noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU. Wednesday, 19th Nov., at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.
TOKIWA MARU. Saturday, 22nd November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TAMBA MARU. Thursday, 27th Nov.

SHIMO MARU. Friday, 28th Nov.

CALCUTTA & RANGOON via Singapore & Penang.

YAGATO MARU. Tuesday, 25th Nov.

MURORAN MARU. Thursday, 4th December.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU. Saturday, 22nd Nov., at 11 a.m.

SHIRAKI MARU. Saturday, 20th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU. Saturday, 15th Nov., at 11 a.m.

HWAHWC. Monday, 17th Nov.

KITANO MARU. Tuesday, 25th Nov., at 11 a.m.

IANBA MARU. Thursday, 11th Dec., at 11 a.m.

EXTRA SERVICES—(Marseilles, Liverpool, Antwerp, Rotterdam, Hamburg etc.)

TATSUNO MARU (London, Antwerp & Hamburg) Sat., 15th Nov.

TSUSHIMA MARU (Marseilles & Liverpool) End of Nov.

DUREAN MARU. Middle of December.

(London, Antwerp, Rotterdam & Hamburg.)

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers.

PERSIA MARU. 19th Nov.

SIBERIA MARU. 23rd Nov.

KOREA MARU. 27th Nov.

NIPPON MARU. 31st Dec.

TENYO MARU. 15th Jan.

SHIMO MARU. 18th Jan.

*Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,

BALBOA, CALLAO, AICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.

SEITO MARU. Leave Hongkong.

Passengers are interchangeable with the Canadian Pacific Ocean Services Ltd. and the P. & O. Steamship Co. Passengers may travel by rail between ports of call in Japan free of charge. For full information as to rates, sailings, etc., apply to

T. DAICO, Manager, KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Jan. 13th, 1920. Dec. 20th, 1919. Nov. 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach

he undersigned.

Subject to change without notice.

or to REISS & Co. Canton

Hongkong, 10, Apr. 1917.

THE BANK LINE, LTD., General Agents.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

SHIPPING NEWS.

A NEW ISSUE.

The Taiyo Kaiun, which was recently admitted to the Australian Steamship Conference, contemplates increasing its capital to £6,000,000. The increase will be divided into 80,000 shares, 60,000 shares of which will be allotted to the present shareholders at the rate of one new share for one old one. The remaining shares will be put on the market for public subscription at a premium.

A SLUMP.

The Nippon Yusen Kaisha and the Osaka Shosen Kaisha are now suffering a slump in their South American lines from Japan. This is due to the fact that trade is slack between the two countries, cargo being scarce and but few passengers travelling. Competition from other nations in South America is the cause of this and the trade that Japan captured during the war is now being lost, as British and American interests are becoming active and regaining lost trade.

A SUCCESSFUL APPEAL.

Following upon an appeal from the China Coast Officers' Guild, His Majesty the King of Siam has been pleased to exercise the Royal prerogative of clemency with regard to Mr. D. T. Lewis, chief officer, and O. H. Farrar, second officer, of the s.s. Linan who were sentenced to imprisonment for two years for smuggling opium. The officers had already served about seven months in prison when the Guild appealed to the King's clemency for the remission of the remainder of sentences.

THE PROPULSION OF JUNKS. "The leading article in this week's issue of Shipping and Engineering is 'The Mechanical Propulsion of Junks' and in a general survey of this problem, Shipping and Engineering states:—'If large machinery export firms from the West, doing business in China, would undertake to send the skill and knowledge that immigration has not brought to China, the market, for not only marine engines, but pumps, motor-cars and various types of mechanical engines would be appreciably extended.' The article also points out that could an engine be introduced into China, especially suitable for fitting in junks, which could be proved to be cheaper as a means of propulsion than the present use of human labour, then there would be opened in China a market for this type of engine that would necessarily run into thousands.

SILVER LOST OVERBOARD. Ten bars of silver bullion, valued at £10,000, are lying on the bottom of San Francisco bay. The bars, which are a part of a shipment of gold and silver bullion, were being loaded on September 24 on board the Pacific Mail liner Colombia when the ship broke. Officials of the company supervising the loading immediately marked the spot where the bars fell. Divers were pressed into service, but the bars are believed to have become imbedded in the soft mud, and divers say recovering them will be difficult. The shipment, which was one of the largest from San Francisco for some time, was being sent to the Far East by the Mercantile National Bank of San Francisco, the Anglo and London-Paris National Bank, the International Banking Corporation and two other San Francisco institutions. The larger part of the shipment was consigned to American and foreign banks in Yokohama and Shanghai for the purpose of foreign trade.

CHINA COAST GAZETTE. Mr. W. E. Earle, from reserve, has gone second officer, Kwangping. Mr. L. J. Fugler, chief officer, Chili, has gone chief officer, Kiukiang. Mr. L. Jenkins, from reserve, has gone chief officer, Chili. Mr. W. J. Andrews, from reserve, has gone chief officer, Suiyang. Mr. S. D. Dickson, from reserve, has gone third engineer, Hsin Peking. Mr. A. McVeath third engineer, Yingchow, is on reserve. Mr. C. F. Nicolay, supernumerary chief engineer, Suiyang, is on reserve. Mr. P. Bell, second engineer, Woosung, has gone second engineer, Kiukiang. Mr. P. C. Everett, from reserve, has gone supernumerary chief officer, Kingsing. Mr. C. Everingham, second officer, Kingsing, has resigned. Mr. E. B. Ackermann, second engineer, Kutwo, is on leave. Mr. T. Mackery has been appointed third officer, Kiangtzen. Mr. D. Spatheris has been appointed second officer, Taishun. Mr. L. Benner, second officer, Hsinching, has gone acting chief officer, Hsinching. Mr. P. E. Anderson, second officer, Taishun, has gone second officer, Hsinching. Shipping and Engineering.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.
SWATOW & SINGAPORE... Chusan... 13th Nov. at 9 a.m.
SHANGHAI... Sinkiang... 13th Nov. at noon.
WEIHAIWEI, CHEFOO, NCHOWANG & TIENSIN Kueichow... 13th Nov. at 3 p.m.
HAIPHONG... Kailong... 14th Nov. at 10 a.m.
SHANGHAI & TSINGTAO Yingchow... 15th Nov. at 4 p.m.
MANILA, CEBU & ILOILO Taming... 18th Nov. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, amusements. Electric Light and Fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Nov. 12, 1919.

Agents.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Taksang	Fri., 14th Nov. at 8 a.m.
KOBE	Kwangsang	Fri., 14th Nov. at d'light.
SHANGHAI	Wingsang	Fri., 14th Nov. at d'light.
SHANGHAI	Kwangsang	Fri., 14th Nov. at d'light.
MANILA	Loongsang	Fri., 14th Nov. at 3 p.m.
TSIN via W'wei & C'foo	Cheongsing	Sat., 15th Nov. at d'light.
SHANGHAI	Esang	Sat., 15th Nov. at d'light.
STRAITS & Calcutta	Pooksang	Tues., 18th Nov. at 3 p.m.
SHANGHAI	Hangsang	Wed., 19th Nov. at d'light.
SANDAKAN	Hinsang	Sat., 22nd Nov. at noon.
KOBE	Chaksang	Wed., 26th Nov. at 5 p.m.

CALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong where intermediate calls.

BORNEO LINE.—Sailings per month between Hongkong and Sandakan by a steamer having up to date accommodation and tonnage for passengers.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215

General Managers.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Quinnebaug. Medina. FRI., 14th Nov. at noon.

Haiphong. J. W. Evans. TUES., 18th Nov. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
TAIYUAN	5th Nov.	10th Nov.
CHANGSHA	23rd Nov.	28th Nov.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about 1st December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

CPLOS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (M-F), Kobe & Yokohama)

FROM DCE

STEAMERS. HONGKONG TO VANCOUVER.

Empress of Russia	Nov. 19	Nov. 10
Empress of Japan	Nov. 27	Dec. 15
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 25	Jan. 12
*Monteagle	Jan. 3	Jan. 27
Empress of Japan	Jan. 14	Feb. 4
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Mar. 10	Mar. 31
Empress of Russia	Mar. 11	Mar. 29
*Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	May 5	May 26
Empress of Russia	May 6	May 24
*Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 30	July 21
Empress of Russia	July 1	July 19

*Passenger for Vancouver to United Kingdom.

Empress of Russia. Empress of Japan. Gold.

Empress of Asia. 1892.00. 1892.00. 1892.00.

Empress of Russia. 1892.00. 1892.00. 1892.00.

For rates and other information please apply to

HONGKONG OFFICE.

Telephone 722. Cable address: GACANPAO.

CANADIAN PACIFIC OCEAN SERVICES

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUN HINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" Tuesday, Dec. 2nd.

S.S. "ECUADOR" Wednesday, Dec. 31st.

S.S. "COLOMBIA" Wednesday, Jan. 28th.

ALSO

The following U.S. Shipping Board vessels:

Steamers. Sails from San Francisco. Due to Sail from Hongkong

WEST INSKIP. Oct. 25, 1919. Dec. 17, 1919.

WEST CADDOA. Oct. 30. Dec. 24.

WEST CONOB. Nov. 1. Dec. 26.

WEST VACA. Nov. 10. Jan. 3, 1920.

WEST KADOR. Nov. 20. Jan. 10.

WEST NERIS. Dec. 28. Feb. 12.

Cargo accepted on through bills of lading to Baltimore, Havana, Central and S. with American ports.

For further information apply to:

PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road.

TELEPHONE 141. Cable Address "SOLANO."

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALPS MARU" ... End of November.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" ... Monday, 17th November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore

"SAIGON MARU" ... Thursday, 20th November.

"BURMA MARU" ... Saturday, 6th Dec.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNSAN MARU" ... Monday, 1st Dec.

SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"MADRAS MARU" ... Saturday, 15th November.

"KUNAJIRI MARU" ... Friday, 5th December.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Monday, 17th Nov.

"CANADA MARU" ... Thursday, 27th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIDO MARU" ... Sunday, 16th Nov.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 20th Nov.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

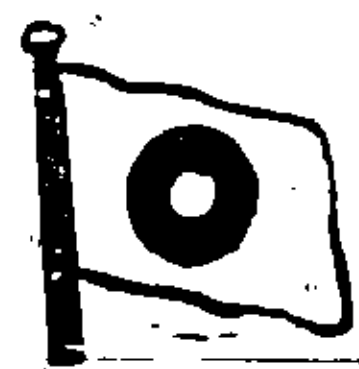
For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:

YOKO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, CALGARY, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAYAN, BANGKOK, SHANGHAI, VLADIVOSTOK, SINGAPORE, SINGAPORE.

Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Hongkong, Shanghai, Manila and Kobe.

Operating the following Far Eastern service for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

FOR SEATTLE

"ELKHORN" ... 2nd half Nov.

FOR SAN FRANCISCO

"WEST CACTUS" ... 11th Nov.

"WEST CAJOOT" ... 1st half Dec.

Through rates quoted and through B/L's issued to all points in U. S. and Canada.

L. EVERETT, Vice-Pres. E. A. NELSON, Gen. Agent.

OFFICE—1ST FLOOR POWELL'S BUILDING, 12 Des Voeux Road.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe).

"ENDICOTT" ... About Nov. 29

"ELKTON" ... Nov. 25

"EDMUND" ... About Dec. 19

"CITY OF SPOKANE" ... Jan. 5

"SEATTLE SPIRIT" ... Feb. 1

"WHEATLAND" ... Feb. 15

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"WABAN" ... About December 19th.

"WAWALONA" ... December 29th.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2411 & 2418. 5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER	SAILING DATE
"MELVILLE DOLLAR" ...	28th November.
"HAROLD DOLLAR" ...	10th December.
"BESSIE DOLLAR" ...	15th January.
"MELVILLE DOLLAR" ...	5th February.
"HAROLD DOLLAR" ...	10th March.

FOR SAN FRANCISCO.

"WEST IRA" ... 30th November.

"WEST HEPBURN" ... 5th December

Through Bills of Lading issued to all parts of United States or Canada.

FOR NEW YORK VIA CUBA.

"GRACE DOLLAR" ... 7th December.

"M. S. DOLLAR" ... 7th January.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING. TEL. 795.

THIRD FLOOR. "792."

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.

hence about 20th November.

S.S. PERSIA. S.S. AFRICA.

For freight or passage apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Eurylochus" ... via Panama 25th Novr.

"City of Newcastle" ... via Suez 30th Novr.

"Knight Templar" ... via Panama 22nd Decr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

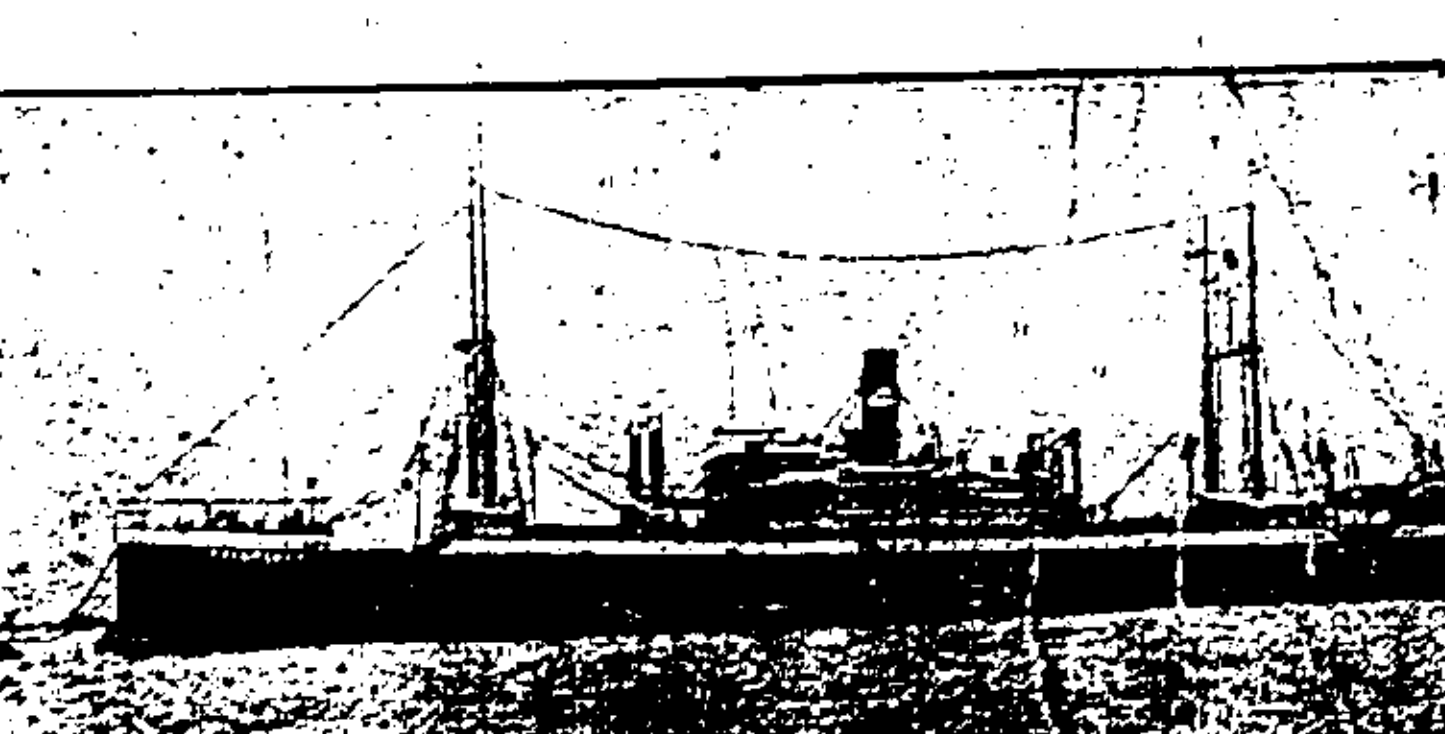
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO CANTON.

JAVA-CHINA-JAPAN LIJN



Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Java	in port	20th Nov.	—
Tjipanas	Java	in port	—	—

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETHERLANDS INDIA, MANILA,

HONGKONG & SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

SHIPPING.

THE U. S. SHIPPING BOARD.

S. S. "WYTHEVILLE"

Will be despatched for

NEW YORK

via Suez

Late November

For freight space and particulars apply to

THE ADMIRAL LINE

AGENTS.

Telephones

2477 & 2478

5th floor

Hotel Mansions.

MOVEMENTS OF STEAMERS.

The N. K. K. s.s. KITANO M.

(European Line) left London for this port via the Suez Canal on the 18th Oct., and is expected here on the 24th Nov.

The s.s. METHVEN left Vancouver for Hongkong, via Japan ports, and Shanghai on the 19th Oct., and is due here on or about the 24th Nov.

The N. Y. K. s.s. TANGO M.

(Australian Line) left Sydney for this port on the 31st Oct., and is expected here on the 21st Nov.

The N. Y. K. s.s. HWAHWA

(Bombay Line) left Bombay for this port on the 23rd Oct., and is expected here on the 16th Nov.

The N. Y. K. s.s. INABA M.

(European Line) left London for this port via the Suez Canal on the 1st Nov., and is expected here on the 10th Dec.

The N. Y. K. s.s. SADO MARU

(European Line) left Singapore for this port on the 8th Nov., and is expected here on the 14th Nov.

The R. M. S. EMPRESS OF RUSSIA

arrived at Yokohama on noon, 8th Nov., and is due at Vancouver on 17th Nov.

The s.s. METHVEN arrived at Yokohama on 10th Nov., leaves there 11th Nov., due at Kobe on 13th Nov., due at Hongkong 24th Nov.

The N. Y. K. s.s. YOKOHAMA MARU

(European Line) left Shanghai for this port on the 10th Nov., and is expected here on the 13th Nov.

The R. M. S. EMPRESS OF ASIA

arrived at Yokohama on 11th Nov., a.m., left there 13th Nov., a.m., and is due at Kobe on 13th Nov., a.m.

The China Mail s.s. CHINA

sailed from Shanghai on Tuesday, midnight, and she may be expected to arrive at this port on Friday morning.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Hengsoonseng, from Koba.

Bosenghang, from Taipei.

Changyu, from Tientsin.

Yikchechan, from Shanghai.

Kingshantung, c/o Fukce, from Shanghai.

Capt. Scott Swire, from Shanghai.

Sunsingcheung, Connaught Road, from Shanghai.

Chungking, Kwangyuen Steam Ship Co. Ltd. from Shanghai.

Mookie, from Amoy.

Tungcheong, from Taipei.

Tanwesien, from Amoy.

Namwo, from Amoy.

Kwangtungching, from Shanghai.

Rev. Hine Kin, Hotel Edward, from Shanghai.

Tangky, from Taipei.

Tsunodatakao, Passenger Tjil-wang, Care Java Lijn, from Osaka.

Lewyushing, from Kobe.

Vena, 600 Kaibotogai, from Yakasaki.

Harthing General Delivery, from Shanghai.

T. KRING.

Superintendent,

Hongkong, Nov. 7, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Abraham, passenger from s.s. Prinzessin, from Kuala Lumpur.

Dekat, Netherlands Consulate, from Amerefoort.

Edwin Clough, from Chunnakam.

Lillian, from Loughboro.

Henry Daniels, (2) American Consulate & c/o Fung 128, Des Voeux Road, from Clintonville Wis.

Parousia, from Vancouver.

Pereslesco, from London.

Perolico, from London.

Seminole, from Pontianak.

D. de H. FARRANT.

Superintendent,

Hongkong, Nov. 6, 1919.

TIDE TABLE.

10th to 16th November, 1919.

High Water Hongkong Mean Time.

Low Water Hongkong Mean Time.

Morn. 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12

Even. 11 12 1 2 3 4 5 6 7 8 9 10 11 12

Wed. 12 1 2 3 4 5 6 7 8 9 10 11 12

Thurs. 1 2 3 4 5 6 7 8 9 10 11 12

Fri. 2 3 4 5 6 7 8 9 10 11 12

Sat. 3 4 5 6 7 8 9 10 11 12

Sun. 4 5 6 7 8 9 10 11 12

m morning a afternoon.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

TEL. (ADDRESS) "TAIKODOCK" HONGKONG.

TELEPHONE No. 222

CALL FLAG "T" OVER "ANS. PERMANENT."

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

EARLIER TELEGRAMS.

THE WORLD SITUATION.

London, Nov. 9.

Mr. Lloyd George, speaking at the Lord Mayor's Banquet, which reverted to pre-war pomp, said that the common sense and goodwill which carried us through the war would carry us through peace. Difficult questions awaited settlement, firstly, the Adriatic, where peace was a matter of time, and secondly, the Balkans, where peace was a matter of time. The Adriatic could be found compatible with the interests and honour of the British ally who came to our help at a critical moment in the war, between whom and the British people feelings of great attachment always existed. On the other hand he felt certain justice would be done to the emancipated Austrian nationalities. Secondly, Turkey, more troublesome in peace than in war. The Allies were completely agreed on the fundamental principles of settlement with Turkey, whose misgovernment of lands populated by Greeks, Arabs and Armenians, must be ended.

All were agreed that the gates of the Black Sea must be free to all nations and their guardianship no longer entrusted to a power that had betrayed its trust. This was impossible until there was peace in Russia and the outlook was not pleasant. There was a prospect of an early issue a few weeks ago. To-day the indications pointed to a more prolonged and more sanguinary struggle. The raid on Petrograd had ended Denikin's brilliant advance on Moscow was temporarily checked. The latest news from Omsk was reassuring; but Russia was a land of surprises. He was not making any sort of prediction that the Bolshevik armies would conquer the whole of Russia. He did not believe it, because the peasantry in their hearts detested Bolshevism. He dreaded the interminable campaigns and the devastating of a country which was essential to the world's prosperity. He predicted in the early days that Bolshevism could not be suppressed by the sword and that other methods must finally be employed. He wished the prediction had been falsified. Civilization could not afford a distracted and desolate Russia. Referring to the Supreme Council's previous attempt to secure a settlement in Russia he hoped the time was not distant when the Powers would be able to renew attempts with a prospect of success. He did not regret a penny of the help given to North Russia but we could not afford to continue costly intervention in an interminable civil war. He rejoiced that our troops had quitted Russia, because Russia was a quagmire. Victories were easily won there but armies and empires in the past had been overwhelmed in the sands of barren victories.

He hoped that when the winter gave time to all sections in Russia to reflect opportunity might be afforded the Great Powers to promote peace and contentment in Russia. Apart from Russia there was a good outlook. It was impossible to expect return to normal in a year. Referring to M. Clemenceau's speech at Strasbourg the Premier said work was the salvation of all countries. He dwelt on the strength of Britain's position compared with other countries. The trade figures showed an admirable recovery. Labour troubles were less menacing and there was better feeling between Capital and Labour. If all put heart into the task we would not merely repair the ravages of the war but enter an era of prosperity such as Britain had never seen. (Cheers.)

EVACUATION OF OMSK.

London, Nov. 7.

An explanation of the reported civil evacuation of Omsk is reliably stated that only the civil officials are evacuating, in view of the necessity of making Omsk a fortified camp and the consequent impossibility of administering the country from it at present; but the Supreme Governor, also the Council of Ministers, are remaining. It is declared that the region between Irtys and Irtysh will become the theatre of decisive battles against the Bolsheviks, who are attempting to invade Siberia. Headquarters confirm that Kolchak's forces are again retreating on the whole front.

AUSTRIA RATIFIES THE TREATY.

Paris, Nov. 7.

The first ratification of the Peace Treaty by any of the Central Powers has been received from Austria, which announces that the law providing for the union of Austria and Germany has been abolished.

RAILWAYMEN AT HOME.

London, Nov. 7.

Mr. Thomas announces that the railwaymen's conference just concluded "made it perfectly clear that the executive must immediately press for a settlement of the wages question." A meeting with Mr. Lloyd George is arranged for Thursday.

BULGARIA'S WAR GUILT.

Paris, Nov. 8.

It is reported from Sofia that two hundred members of the Radoslavoff party arrested in connection with the responsibility for the war include the ex-Minister Tontcheff, General Petroff and most of the ex-members of the Radoslavoff Cabinet. Negotiations will be initiated for the extradition of the ex-Tsar Ferdinand, ex-Generalissimo Jakoff and ex-Premier Radoslavoff.

TRADE RETURNS.

London, Nov. 7.

The Board of Trade returns for October show: Exports £79,000,000; Imports, £15,500,000, (2) being increases of £36,250,000 and nearly £26,000,000, respectively, compared with October 1918. The imports for the ten months ending Oct. 31 were £1,319,500,000 and exports £280,500,000, being increases of £222,750,000 and £203,750,000 respectively, compared with the corresponding period of 1918.

WHAT IS A STRAIGHT LINE?

London, Nov. 7.

The newspapers, commenting on the announcement of the Royal Society, declare that the new theory, if true, will change the basis of astronomy, rendering observations relative instead of accurate, and may even change Euclid's definition of a straight line.

EARLIER TELEGRAMS.

THE CHURCH OF ENGLAND.

London, Nov. 7.

In the House of Commons, the Enabling Bill giving the English Church greater freedom of management of its internal affairs passed its second reading by 304 votes to 16.

The Enabling Bill establishes an Ecclesiastical Committee of the Privy Council to consider measures passed by the Church Assembly requiring parliamentary sanction. The Committee's report is then presented to Parliament, but no measure will take effect unless both Houses present addresses to His Majesty.

Sir E. Beauchamp, moving the second reading, pointed out that there were many evils in the internal life of the Church needing removal, which could best be effected by giving the Church wider powers to deal with questions of internal welfare.

Mr. Broad moved the rejection of the Bill, contending that if the Church desired freedom the better way was disestablishment.

Mr. Harry Barnes, seconding, described the proposals as purely Bolshevik.

Lord Robert Cecil emphasised that no right or privilege was taken from anybody.

Sir D. Maclean opposed the suggested method of electing Church assemblies. It was a question for Parliament to decide.

Mr. Bonar Law said disestablishment could not come for years. Therefore the question was whether the Bill would help to make the Church a more useful weapon in fighting evil.

GOVERNMENT STAFFS REDUCED.

London, Nov. 7.

It is officially announced that the staffs in Government departments have been reduced by 5,000 since Sept. 1st and now number 400,000 persons.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The first of the series of club Championship Races for Racing Yachts was sailed off on Saturday afternoon over No. 9 Course for all classes. Course—Markboat in Quarry Bay (P), Channel Rocks (S), Lyemun Beacon (P), Markboat Bay (S). Distance 9.5 miles. The results were:—

Yachts	Handicap on course	Finishing time	Corrected time
Dione	Scr	4:12:12	4:12:12
Rolla	1:35	4:18:40	4:17:05
Jessica	2:07	4:13:38	4:06:18½
Dorothea	2:07	4:20:20	4:13:12½
Colleen	7:07½	DNS	
Diana	7:07½	DNS	
Ayesha	7:07½	DNS	

Position	Points for Race	Points to Date
(1) Dorothea	8	8
(2) Rolla	6	6
(3) Dione	4	4
(4) Colleen	3	3
(5) Jessica	1	1
(6) Diana		
(7) Ayesha		

ONE DESIGN CLASS (START AT 2:30 P.M.)

Yachts	Handicap on course	Finishing time	Corrected time
Ailsa	Scr	4:21:04	4:21:04
Bonita	1:22	4:23:28	4:22:28
Daphne	2:10	4:21:30	4:21:30
Haleyson	2:22	4:22:06	4:22:06

Position	Points for Race	Points to Date
(1) Ailsa	3	3
(2) Daphne	2	2
(3) Haleyson	1	1
(4) Bonita		

HEYWARD HAYS CLASS (START AT 2:40 P.M.)

Yachts	Handicap on course	Finishing time	Corrected time
Sirius	Scr	4:28:17	4:28:17
Ursula	1:22	4:23:44	4:28:17
Dawn	2:10	4:31:29	4:31:29
Liza	DNS		
Owl	DNS		

Position	Points for Race	Points to Date
(1) Ursula	6	6
(2) Sirius	4	4
(3) Dawn	3	3
(4) Liza		
(5) Owl		

GAEL CLASS (START AT 2:45 P.M.)

Yachts	Handicap on course	Finishing time	Corrected time
Gael	Scr	4:37:08	4:37:08
Toinette	1:22	4:28:11	4:28:11
Joan	2:10	4:26:26	4:26:26
Thelma	2:22½	4:36:42	4:36:42
Asthore	2:22½	DNS	
Dorothy	2:22½	DNS	

Position	Points for Race	Points to Date
(1) Gael	6	6
(2) Toinette	4	4
(3) Joan	3	3
(4) Thelma	1	1
(5) Asthore		
(6) Dorothy		

Position Points for Race Points to Date

(1) Joan 4 4

(2) Toinette 3 3

(3) Gael 2 2

(4) Thelma 1 1

(5) Asthore

(6) Dorothy

Disqualified.

It is hoped that all owners who did not compete last Saturday will sail their boats in future events and so fill all the classes.

COMMENTS.

The opening Championship event of the Royal Hongkong Yacht Club was sailed off on Saturday last in unfavourable weather. The rain of the morning had cleared but shortly after the Handicap Class had got away to a good start, the wind veered from N.E. to N.W. falling light and bringing rain with it.

All classes were together at the first mark but with the wind freshening a little the bigger ratings rapidly drew away only to encounter another light patch in rounding Channel Rocks. The wind coming again from the N., the small boats were able to creep up on the Handicap Class and at Lyemun Beacon the whole fleet of 16 yachts were clustered within a distance of 200 yds. forming a pretty sight and providing plenty of excitement during the rounding of the mark.

One or two yachts "cut in" after their leading boat had altered helm to round the mark—helmsmen should remember that in the event of a touch and resulting protest they have no standing if they "cut in" in such a case, only if an overlap has been established are they permitted to "cut in" and "call for water."

The beat from the Beacon to the Mark boat in Quarry Bay saw the bigger yachts again draw away and those helmsmen in the smaller boats who observed the course taken by them and held on after reaching the Mark boat were able to pass near Tsat Tse Mui Point and in one case this meant the difference between 3rd and 1st position at the finish.

At the finishing time the small boats crossed close hauled on the Port tack to a westerly air.

HONGKONG HOTEL.

TEA DANCES WILL BE HELD ON THE FOLLOWING DAYS DURING THE MONTH OF NOVEMBER, FROM 4.30 TO 7 P.M.—

TUESDAY, 4TH FRIDAY, 7TH MONDAY, 10TH FRIDAY, 14TH MONDAY, 17TH FRIDAY, 21ST MONDAY, 24TH THURSDAY, 27TH

ADMISSION TO DANCE ROOM EACH DAY \$2.00 PER HEAD, INCLUDING TEA.

J. H. TAGGART, Manager.

NEW ADVERTISEMENTS.

For New York

AMERICAN ASIATIC S. S. CO. S. S. "ARABIAN PRINCE"

will be despatched for New York via Panama Canal about end of December.

For freight and further particulars, apply to

SHEWAN TOMES & CO. Agents.

NOTICE.

MARINE ENGINEERS GUILD OF CHINA.

Having been appointed Branch Secretary, I shall be pleased to see members at this Office from 2 to 5 daily, Saturday Excepted.

W. J. Stokes, Branch Secretary, 10, De Vaux Road.

THE MISS'S AILEEN AND DORIS WOODS

will give DEMONSTRATIONS TO-MORROW (FRIDAY) at the HONGKONG HOTEL, TEA DANCE (8.30 to 11.15) of the late American Ball Room Dancing. The Misses Woods will give instruction in the Mui Mui Room (City H. 11). Terms and full particulars apply to Mrs. B. M. Korg Hotel.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY the 14th Nov. 1919

commencing at 3 p.m. at the Holt's Wharf, Kowloon 113 Kegs Bolts & Nuts (Assortment from 7½" to 1½") 42 Bags Bolts & Nuts (Assortment from 7½" to 1½") 14 Drums Caustic Soda

Terms: Cash on delivery.

Geo. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY the 18th Nov. 1919.

commencing at 11 a.m. at No. 19 Chiu Loong Street, Queen's Road Central. 5 piece Fire Crackers 3 Compasses 8 Small Lamps (compass use) 4 Glass Tubes (sounding use) 1 Set New Logs 1 Set Old Logs 10 Life Belts 3 packages Assorted Flags 1 bundle New Canvas 2 Canvas Awnings 13 Navigating Lamps 1 Length Manila Rope 4" (90 fathoms) 1 Length Manila Rope 9" (90 fathoms)

Salved ex s.s. "aiwan Maru"

Terms: Cash on delivery

Geo. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY the 15th Nov 1919.

commencing at 11 a.m. at his Sales Rooms, Duddell Street 12 pieces Black Union Cashmere 10 cases Hypol 10 " Fluid Magnesia 10 " Eucalyptus Oil 16 kegs Hubbuck's White Zinc 295 " Red Oxide Paint 3 casks White Lead Powder 3 " Red Oxide Powder 45 bags Yunnanfu Red Beans 9 " White Beans

Also

A Quantity of Traveller's Samples comprising:—Raincoats, baby's woollen jerseys & hats, sun & felt hats, bathing suits, neckties, braces etc. etc.

Terms: Cash on delivery.

Geo. P. LAMMERT, Auctioneer.

Term: Cash on delivery.

NOTICE.

"HONGKONG POLICE RESERVE".

Any person or persons having claims against the Hongkong Police Reserve or Police Reserve Club are invited to send such claims at once to the Accountant H.K.P.R. c/o Hongkong & Shanghai Bank. The Accounts will be closed on the 15th inst.

A. BALEAN,

Accountant, H. K. P. (R.) Hongkong, 4th November, 1919.

NOTICE.

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY LTD.

We have been appointed Agents and have now taken over charge of the affairs of The Eastern & Australian Steamship Company Ltd. at this port.

For full particulars, Passage, Freight etc. apply—

MACKINNON MACKENZIE & COMPANY.

Agents.

22, Des Vaux R. at Central, Hongkong.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 14th Nov. 1919

commencing at 11 a.m. At No. 25 Godown, Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

1 Drum Caustic Soda (stored in No. 21 Godown)

18 Drum Caustic Soda (stored in No. 19 Godown)

16 Cases Bicarbonate of Soda (stored in No. 21 Godown)

2 Cases Sulphuric Acid (stored in No. 26 Godown)

64 Cases Aluminium Sulphate (stored in No. 25 Godown)

44 Cases Aluminium Sulphate (stored in No. 28 Godown)

20 Cases Aluminium Sulphate (stored in No. 1 Godown)

29 Bags Talcum Powder (stored in No. 28 Godown)

40 Bags Talcum Powder (stored in No. 5 Godown)

55 Cases Naphthaline (stored in No. c Godown)

50 Cases Chrome Alum (stored in No. 51 Godown)

16 Cases Bisulphate of Soda (stored in No. 25 Godown)

Terms: Cash on delivery.

Geo. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY the 19th Nov. 1919.

At Noon.

at his Sales Rooms, Duddell Street

The Wreck of the S.S. "Tai Wan Maru" with all her gear appurtenances etc. as she now lies stranded in the Hainan Straits.

Terms: Cash on fall of Hammer, when vessel will be at purchaser's risk.

Geo. P. LAMMERT, Auctioneer.

Manager.

WISEMAN LTD.

TEA DANCE

ON

THURSDAY

Nov. 13th.

D. M. COODALL

Manager.

NOTICE.

REFULSE BAY HOTEL.

In order to enable the contractors to complete the work in connection with the above hotel at the earliest possible date without interruption, and in order to avoid all possibility of damage to the flooring, tiles, paint work, etc. The public are requested to kindly abstain from visiting the Hotel as on and from this date until its completion and formal opening of which due notice will be given by Advertisement in the local newspapers.

The Management of the Hotel feel sure that they may rely upon the ready co-operation of the public in the foregoing regard.

Dated this 6th day of November, 1919.

For the HONGKONG HOTEL Co., Ltd. Proprietors of the REFULSE BAY HOTEL. J. H. TAGGART, Manager.

LADIES.

Mr. G. Matsumura (just returned from Paris) is showing at our Art Gallery to the 15th instant the latest Paris ELITE STYLE DRESSES which are being offered at INTRODUCTORY PRICES. Do not miss this opportunity.

KOMOR & KOMOR, Alexandra-Buildings.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Vaux Road C.U. Hankow Branch: Pansoff Building.

FOR THE YEAR TO COME

Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by

OPENING A SAVINGS ACCOUNT WITH US.

\$1 to start.

SYSTEMATICALLY it will grow to THOUSANDS.

THEATRE ROYAL

Mr. T. Daniel Frawley
presents the
FRAWLEY COMPANY

IN REPERTOIRE OF THE LATEST LONDON
AND NEW YORK SUCCESSES.

TO-NIGHT 9.15 TO-NIGHT
"POLLY WITH A PAST"

FRIDAY, NOV. 14	"LOMBARDI, LTD."
SATURDAY, NOV. 15	"PARLOR, BEDROOM AND BATH."
MONDAY, NOV. 17	"SCANDAL."
TUESDAY, NOV. 18	"THE FUTURE HUNTER."
WEDNESDAY, NOV. 19	"THREE FACES EAST."

Prices As Usual. Booking at MOUTRIE'S.

EAT WISEMAN'S BREAD

Good, pure, wholesome food is
essential to

GOOD HEALTH

even if you have to pay a little
more for it.

WISEMAN'S BREAD is made in
a large, airy and well ventilated
Bakery and under European
Supervision.

Do not run any risk.
Get your bread from WISEMAN'S.

D. M. GOODMAN, MANAGER.

EVERY DROP OF



Brandy is unequalled as a pleasant wholesome stimulating
Tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere.

Sole Agents,

H. RUTTONJEE & SON.

Wine & Spirit Merchants.

16, Queen's Road, Central,
HONGKONG.

CONSIGNEES.

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES.

via BUENOS AIRES, NEW
ORLEANS, JAPAN PORTS &
SHANGHAI.

THE Company's Steamship
"CELEBES MARU,"

having arrived from the above
ports, on the 10th November, Con-
signees of Cargo are hereby
notified that their goods are being
landed and placed at their risk in
the Hongkong and Kowloon
Wharf and Godown Company's
Godowns at Kowloon, where
delivery can be obtained as soon
as the goods are landed.

Goods not cleared by the 16th
November, will be subject to rent.
Damaged packages must be
left in the Godowns for examina-
tion by the Consignees' repre-
sentative, and the Company's
Surveyors, Messrs. Goddard and
Douglas, at 10 a.m. on Wednesday
and Friday. All claims must be
presented within Thirty days of
the steamer's arrival here, after
which date they cannot be re-
cognized. No claim will be ad-
mitted after the goods have left
the Godowns.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA,

Manager.

Hongkong, 11th November, 1919.

EXCHANGE.

SELLING.

T/T	4/8
Demand	4/8 3/16
30 d's	4/8 5/16
60 d's	4/8 7/16
4 m's	4/8 9/16
T/T Shanghai	Nom.
T/T Singapore	198 1/2
T/T Japan	193
T/T India	225
Demand, India	225
T/T San Francisco	97
& New York	97
T/T Java	250
T/T Marks	Nom.
T/T France	8 7/8
Demand, Paris	—

BUYING.

4 m's. L/C	498 1/2
4 m's. D/P	410
6 m's. L/C	410 1/2
30 d's. Sydney and	410 1/2
Melbourne	—
30 d's. San Francisco	98 1/2
& New York	—
4 m's. Marks	Nom.
4 m's. France	9.04
6 m's. France	9.13
Demand, Germany	—
Demand, New York	97 1/2
T/T Bombay	225
Demand, Bombay	—
T/T Calcutta	225
Demand, Calcutta	—
Demand, Manila	200
Demand, Singapore	198 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4.25 Nom.
Gold leaf per Tael	30.40
Bar Silver, per oz	69
forward	65 1/2

SUBSIDIARY COINS.

DISCOUNT PER \$100:

H'kong 50 cts pieces	\$1.00
" 10 - "	\$0.50
" 5 - "	\$0.25
C. coins	1 1/4 pm.

WATER RETURN.

Level and Storage of water in
Reservoirs on November 1, 1919.

CITY AND HILL DISTRICT WATER
WORKS LEVEL.

System	Level	Level
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

System	Storage	Storage
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10

Contract supply to all districts during October
of both 1918 and 1919.

KOWLOON WATERWORKS LEVEL.

System	Level	Level
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below
City	10.10 Below	10.10 Below

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

System	Storage	Storage
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10
City	10.10	10.10

The Government Analyst's Report show that the
water is of excellent quality.

W. CHATHAM, Water Authority
Public Works Department.

MINIATURE CAPITALISTS.

MASSES WITH A STAKE
IN THE COUNTRY.

For the first time in history,
writes Mr. G. A. Greenwood in
the *Daily Express*, the workers
have become a real factor in the
investing world. Those who
earned high wages during the
war have bought a prodigious
number of War Savings Certi-
ficates and have taken up millions
of pounds in War Bond denomina-
tions of £50 and £100.

Thousands of other miniature
capitalists have blossomed out
during the past four or five years.
They are to be found in centres
where work has been constant
and wages high. In such ports as
Cardiff, Swansea, Hull, Liver-
pool, Newcastle, and Glasgow,
ship repairers, coal trimmers, and
other dock workers have bought
shipping shares, and have in
scores of cases had their capital
returned four or five or six times
over.

A stockbroker assures me that
of the hundreds of new companies
now being formed, a very large
proportion of the capital is being
subscribed by small investors
from working-class districts, in
sums varying from £100 to £500.

In the Midlands, in Sheffield,
and in Barrow a very great num-
ber of those men and women who
worked in munition factories have
got shares in companies like John
Brown & Co., Vickers, and
Kynochs.

Outside Lancashire, I suppose,
hardly anybody knows that scores
of cotton mills there are owned
by companies composed mainly
of cotton operatives. But it is so.

All through the south of the
county you will find men and
women in comparative affluence
whose wages are largely increas-
ed by their dividends from their
capital invested in the local mills.

This money builds handsome
villas on the hillsides, provides
motor-cars, and is spent like water
at the west coast holiday resorts.

All this is very much to the
good. It gives the small investor
— the worker — a stake in the
country and a sense of respon-
sibility. Such men and women
will turn away from confiscation
and will have no use for revolution.

NOTICES.

1 2 9 . 3
MILES PER HOUR

ON

'SHELL'

The New British Record created by Captain

Gathergood in the recent Aerial Derby.

THE ASIATIC PETROLEUM CO., (South China) LTD.

COMMERCIAL NEWS.

JAPAN'S POSTAL SAVINGS, ETC.

The amount of postal savings,
as it stood at the end of Septem-
ber, was ¥654,479,565 with
21,289,288 depositors, showing an
increase of ¥15,960,769 and
245,175 depositors over the
preceding month. The transfer
savings increased by ¥139,305 in
deposits, and by ¥17,181,301 in
both receipts and payments.

DYE STUFFS STANDARDS
FOR CHINA.

Practical dye men and Hong-
kong importers of dyes report
(says the *Board of Trade Journal*)
that the chief factor in the future
of the sale of dyes in China is the
standardisation of colour shades.
One of the chief elements of the
success of German dyes in this
field was that certain shades
popular among the Chinese
could be relied upon. The
matter of colour is very im-
portant among the Chinese, aside
from the comparative beauty.
Many of the colours have
special significance of a cere-
monial sort as well as being re-
garded more or less lucky or un-
lucky. There are large interests
in China, especially in Amoy,
Swatow, Chuchow, and various
South China coast cities, where
imported shirtings and sheetings
are dyed for sale to the Chinese.
The basis of this entire business
is the quality of colour in the
cloths thus handled, which de-
pends on the uniformity of colour
and the quality of the dyes.

JAPANESE HOLD ON INDIAN
TRADE.

It is generally realised (writes
the *Simla correspondent of the
Times*) that during the war
Japanese traders obtained a
strong hold on the Indian market.
The figures for the official year
1918-19 show that in that period
imports into India and Japan
reached a total of Rs. 33 1/2
crores (222,333,333), which was
practically equivalent to one-fifth
of India's total import trade. In
the previous year imports
from Japan amounted to
Rs. 18 1/2 crores (£12,333,333),
and in 1916-17 to Rs. 13 1/4 crores
(8,833,333). What is not so
generally appreciated is the im-
portant part which Japanese
household established in India play
in the trade carried on between

LA EPRLA
DEL
ORIENTE
GENUINE MANILA
CIGARS

SOLE AGENTS

TABAQUERIA FILIPINA

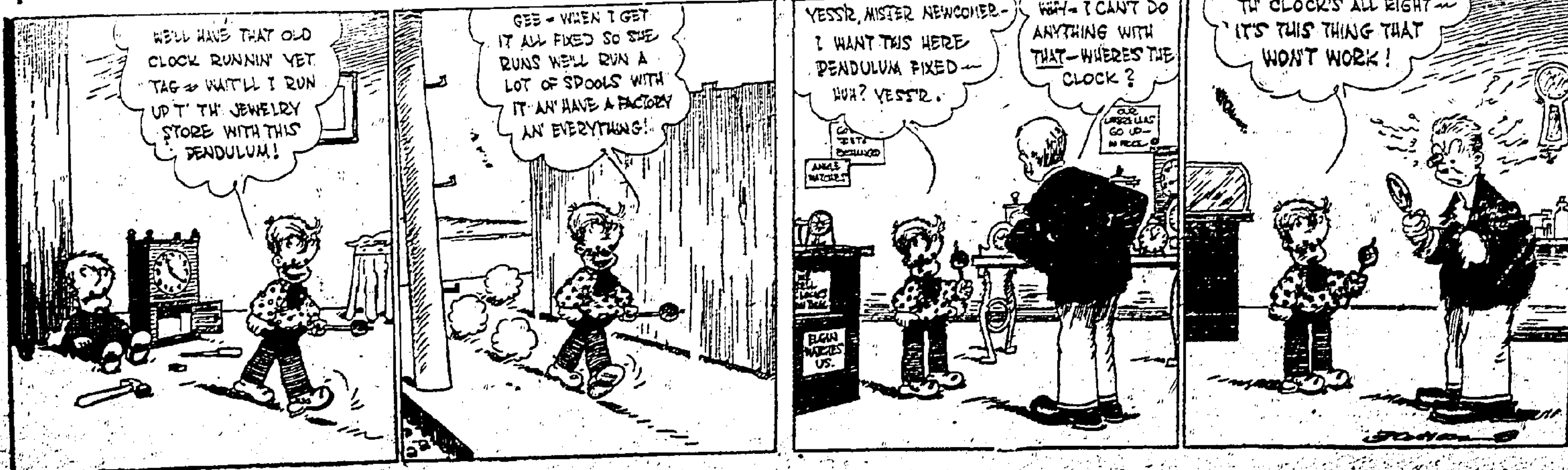
10, Des Vœux Road Central, Opposite
King Edward Hotel.

India and countries other than
Japan. The census of 1911
showed that there were at that
time only 32 male Japanese in
India, excluding Burma. There
are now large Japanese colonies
both in Calcutta and Bombay,
which appear to be steadily grow-
ing in numbers and importance.
Three Japanese exchange banks,
moreover, are carrying on business
in India, whereas three years
ago there was only one. To illus-
trate the growth of Japanese ship-
ping enterprise, one has only to
observe that since 1912-13 the
cargoes carried by Japanese ship-
ping companies between India
and countries other than Japan
has risen from 30,000 tons to
529,000 tons.

FRECKLES AND HIS FRIENDS

The Pendulum Wouldn't Perform Its Duty.

BY BLOSSER



THE MERCURY GARAGE CO.

WISH TO SERVE YOU.

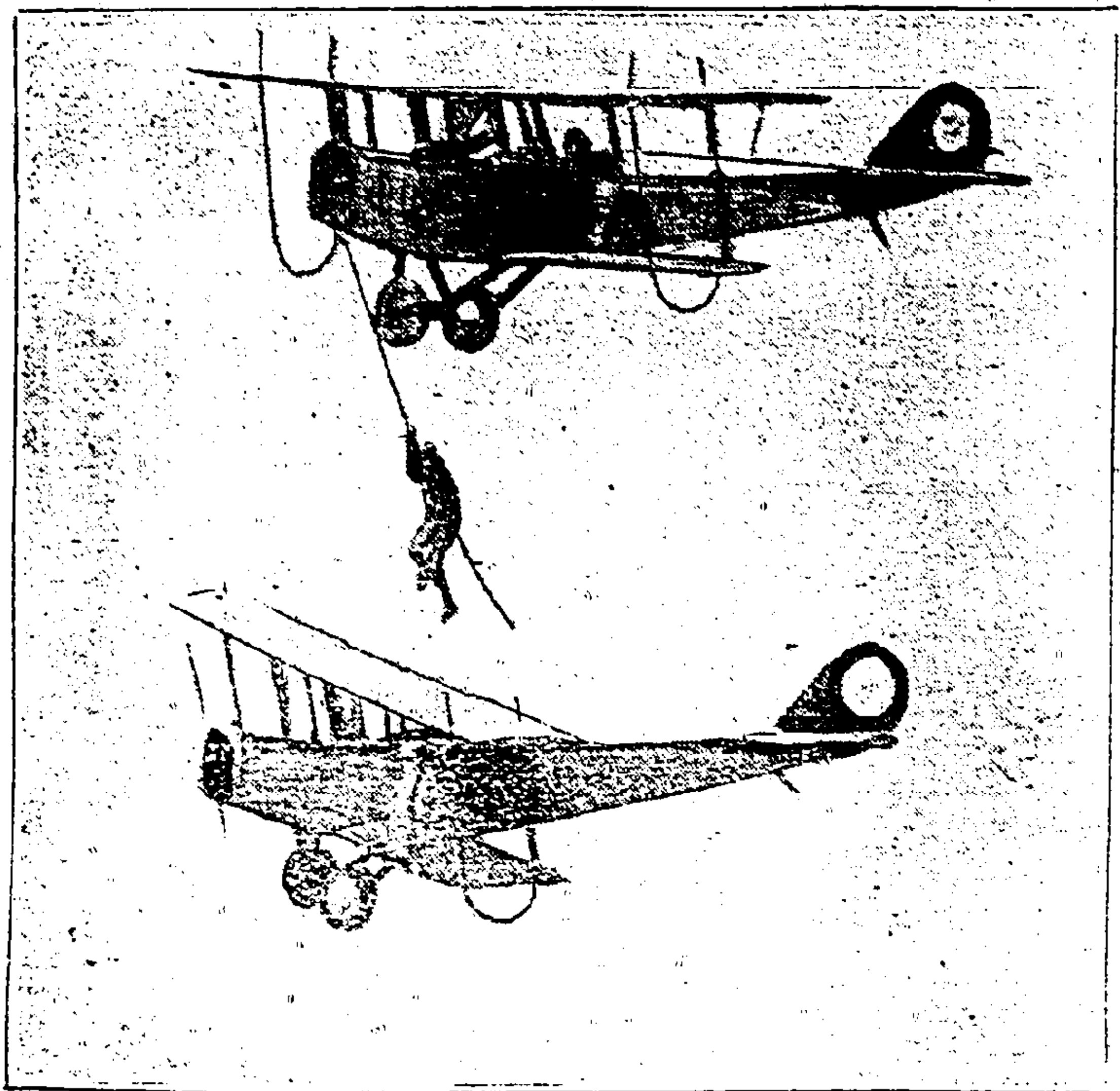
BEST CARS. PROMPT SERVICE.

MODERATE PRICES.

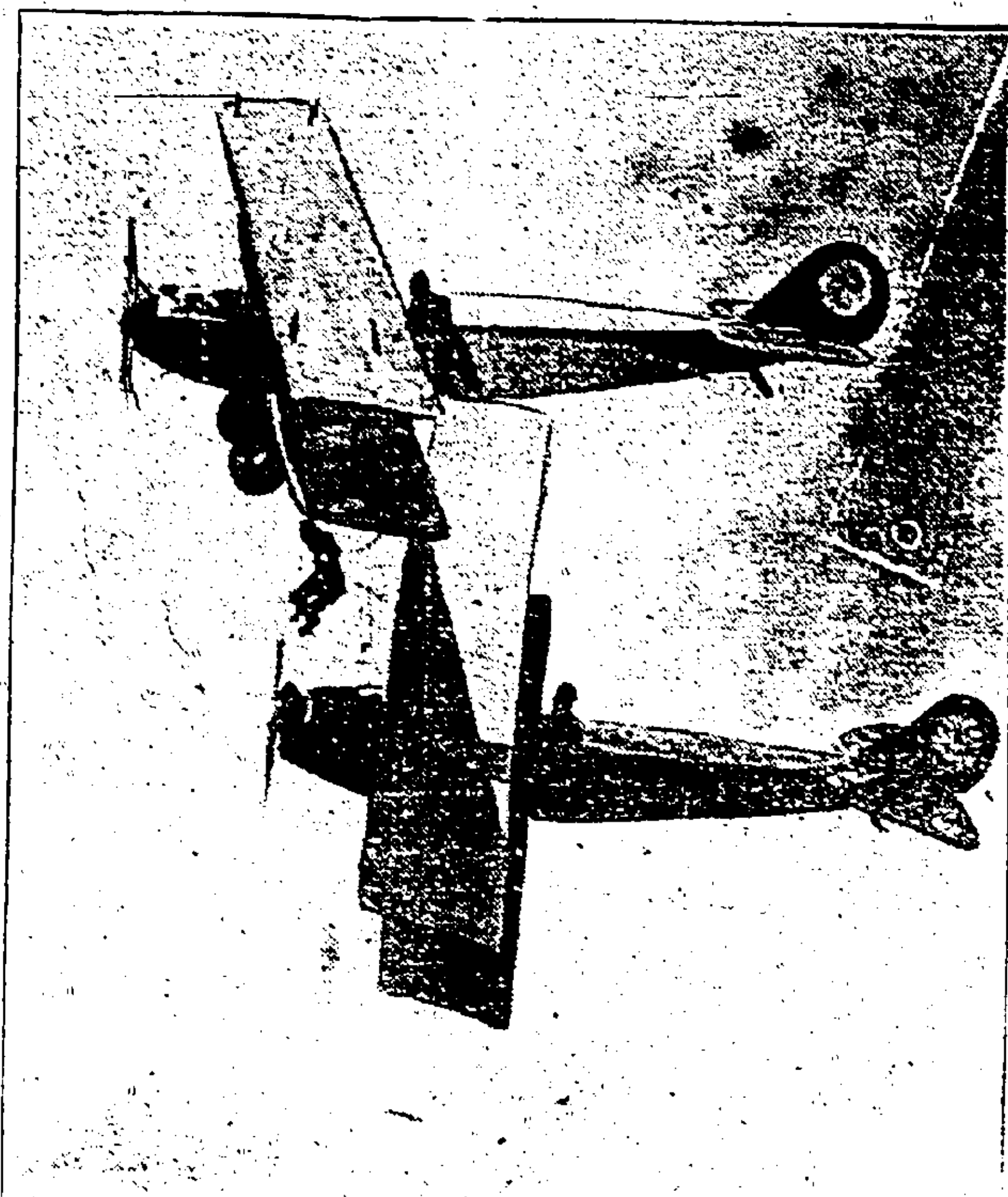
RING UP THE FAMILIAR

977.

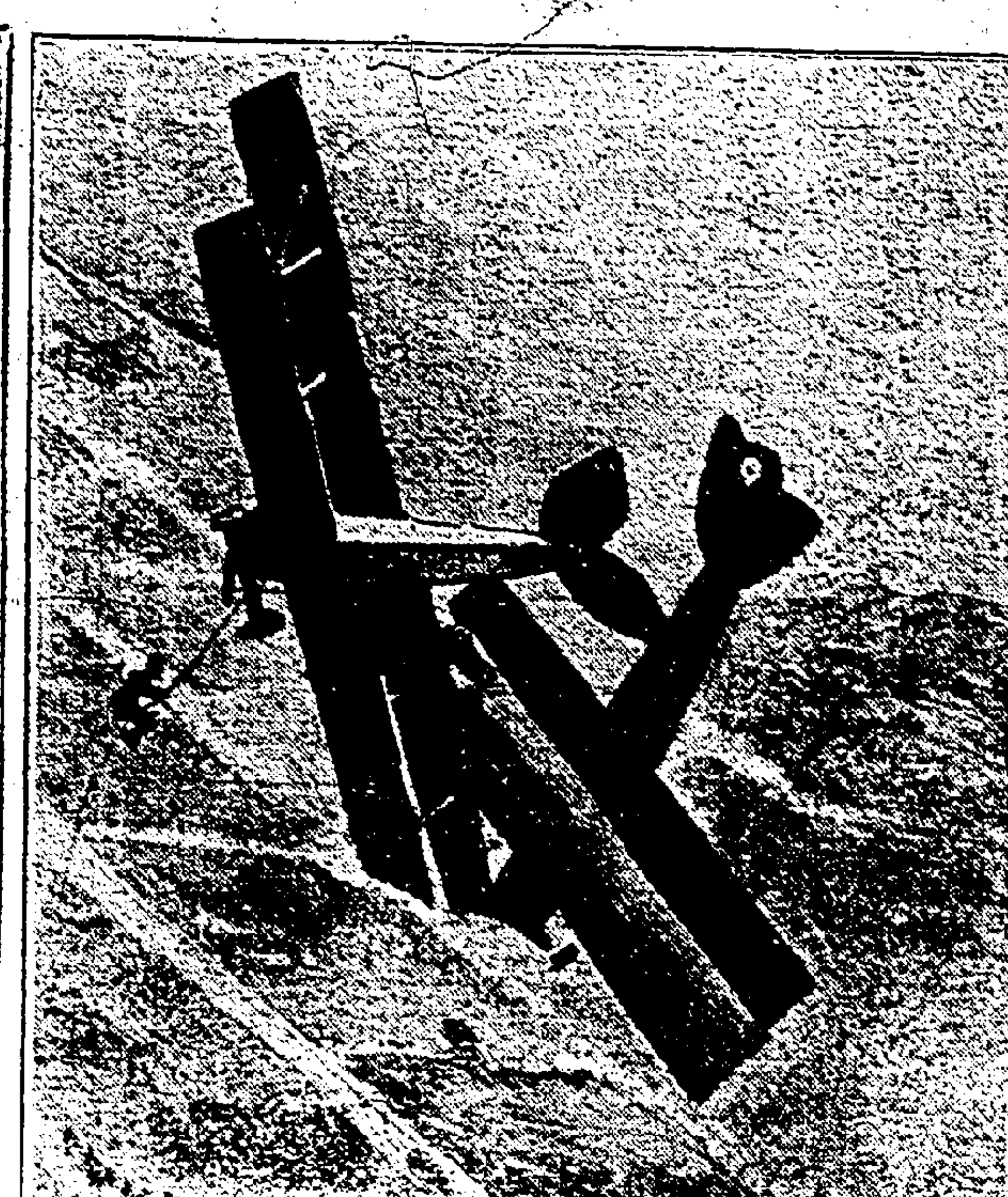
REMARKABLE PICTURES OF MIRACULOUS AERIAL COLLISION.



THE DROP.



BEFORE THE CRASH.



THE COLLISION.

Above are the first photographs ever taken of a collision in mid-air and the miraculous escape from death of the flyers. Former Army Pilot Robert Kennedy was to drop from one aeroplane to another 2,200 feet above the earth, while cinema cameras operated from a third plane. He started down the rope to the lower plane, as in upper left, when an upper gust of wind turned the lower machine up into the one above. By a miracle, Kennedy swung out of the way, shown in centre, and when the machines struck he was far out of danger, upper right. At 1,200 feet the machines dived down, Kennedy still holding the rope. The pilots managed to right the planes before they reached earth and Kennedy succeeded in landing without a scratch. Below, Kennedy is shown standing beside one of the wrecked planes.

CHARTING THE AIR.

HELPING THE AIR PILOT.

Weather played a far greater part in the Great War than is generally known; it will play an even more important part in the future. There can be no great expansion of civil or commercial aviation until the atmosphere is charted. At the very outset it must be realised that such routes as London to Paris or the French seaside resorts do not form the alpha and omega of the scheme. These projects have already been undertaken by private firms, and no assistance is needed by the Government. Our aim should be to link up the Empire by aircraft on the lines of what has been done in establishing the "All Red" wireless and cable routes.

Primarily it means that our aircraft will have to set out into unexplored parts of the aerial world. Where one has gone others will follow, and if the Government gives the lead private enterprise is sure to come after; but at the present juncture the unknown dangers of the air on long distance voyages form an absolute barrier to the commercial air industry.

Exploration of the upper air can be carried out to a large extent from the surface but in order actually to describe the daily happenings in the atmosphere and the effect that they have on aircraft, it is absolutely necessary to send technical experts into the air to examine its state at first hand and at close quarters. The results of such investigation will be of twofold interest. On the one hand, the way will be clear for the air pilot. Instead of launching into the unknown, he will be in possession of such knowledge that, he will be, at any rate, on nodding acquaintance with the vagaries and whims of the weather through which he is travelling. The other person to whom this intelligence will be vitally necessary is the designer of the craft that will undertake the voyages. He must know before he draws the first outline of design what his products will have to contend with, and once in possession of the facts he will concentrate his energies in building the most efficient machine, equipped in every detail to combat the natural elements.

Granted this necessity for "mapping the air" we have to consider the best and cheapest method of doing it. We are already in possession of numerous meteorological stations at home and in different parts of the world which can give first class technical knowledge and records. There are also the R. A. F. units abroad, which although they may not be able to give

detailed figures can forward general information based on flying experience of the weather conditions. For the rest it is necessary to send Government aircraft repeatedly over the proposed routes, and these craft should, whenever practicable, carry technical officers whose sole duty it would be to watch and note every detail of the atmospheric conditions. The type of aircraft pre-eminently suitable for this work is the airship. Rigid airships of the R 34 class, having a cruising range of 2,000 miles from their base, can cover a great distance and large areas of unexplored air without risk of loss such as is always liable in heavier than air craft, owing to engine failure. They can ease their speed, and watch atmospheric formations, and every facility is available for the technical officers, who would be enabled to collect information.

Supposing the investigations were to start from the British Isles; the Eastern part of the North Atlantic Ocean could be thoroughly sounded by flights from air stations already erected in the British Isles, and would cost the Government practically nothing as the airships would, in any case, be flying or requiring upkeep if not employed on such work.

The way would then be open to Gibraltar via the one sea route and half the Atlantic towards Canada and America would have been explored. The next step is to erect a mooring station either in the Mediterranean or on the American continent to explore the great inland sea, or the remainder of the Northern Atlantic. The cost of the equipment of such a station is a mere nothing when compared with the erection of even a temporary site for aeroplane operations. It is impossible to conceive a less costly and more efficient method of charting the atmosphere than airship.



The aviator who miraculously escaped in the collision shown above.



Fresh from the Chinese prison to which they were committed after their protest against the Shantung award, 137 Chinese students have just arrived in the States to enroll as freshmen at various American Universities. The delegation includes seven young women. In the group are the leaders of the recent student outbreak at the Tsing-Hua College.

DOINGS OF THE DUFFS.

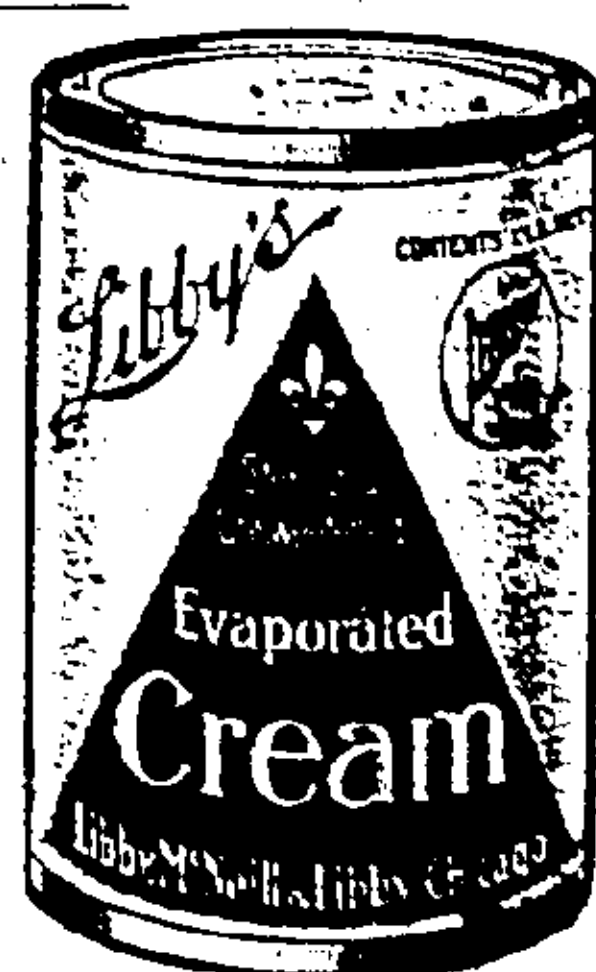
Pansy is Very Sensitive About Her Morals.

BY ALLMAN.



NOTICES.

SUPERIOR
QUALITY
FINEST
FLAVOR
ABSOLUTELY
PURE



ON SALE EVERYWHERE
TRY IT
CONNELL BROS CO.
SOLE AGENTS.

YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE. HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:—

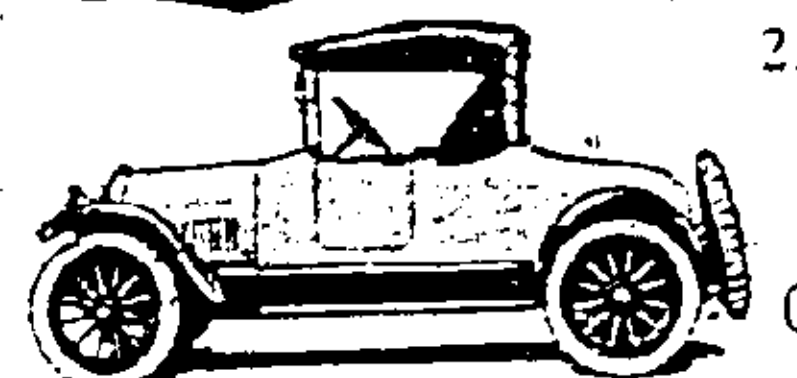
WHEN CALLING. SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES. WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED.

Sole Agents:
THE CONNAUGHT MOTOR CAR COMPANY,
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G.P.O. Box 444.



A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed. Inspection and Enquiries are cordially Solicited.

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9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND JEWELLERY
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL 2877.

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CHEAP SALE

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& LADIES' FANCY GOODS, SUITABLE FOR
CHRISTMAS PRESENTS

GREAT REDUCTION

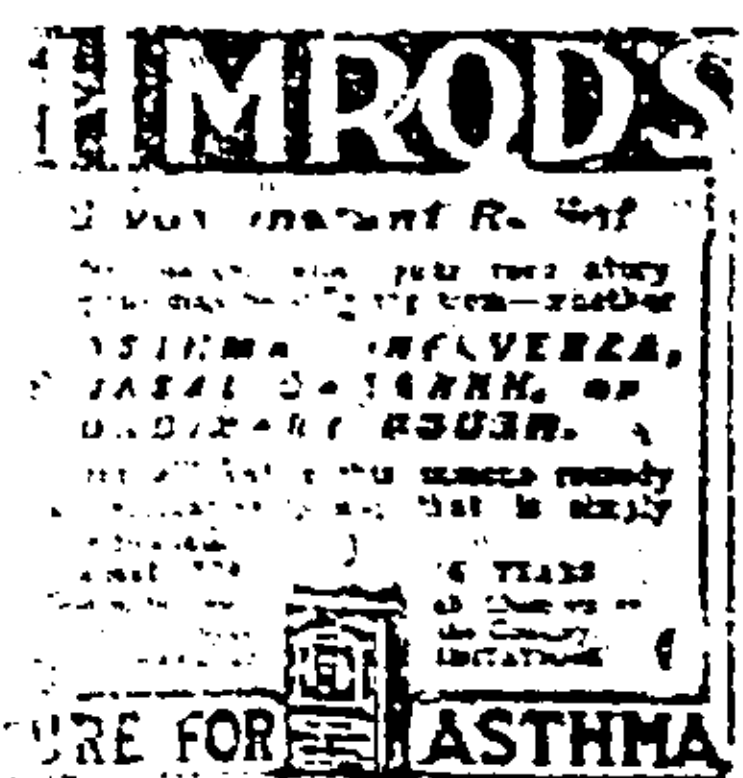
For 15 days only,
From 1st. to 15th, November 1919.
COME EARLY! DON'T MISS THIS OPPORTUNITY.

'SWATOW DRAWN' WORK CO.,
Tel. No. 866; 14, Des Vœux Road, Central.

NOTICE.

Yorkshire Insurance Co., Limited.
ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO. AGENTS.



CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

THE Steamship

"BENVORLICH"
From MIDDLESBROUGH
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 24th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 10th November, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's
Steamer

"TEUCER"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 11th November.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th Nov. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th November, 1919.

NOTICE.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

From	To	Time
1.30 p.m.	2.30 p.m.	Every 15 min.
2.45 p.m.	3.45 p.m.	Every 15 min.
4.00 p.m.	5.00 p.m.	Every 15 min.
5.15 p.m.	6.15 p.m.	Every 15 min.
6.30 p.m.	7.30 p.m.	Every 15 min.
7.45 p.m.	8.45 p.m.	Every 15 min.
9.00 p.m.	10.00 p.m.	Every 15 min.
10.15 p.m.	11.15 p.m.	Every 15 min.
11.30 p.m.	12.30 p.m.	Every 15 min.

NIGHT CARS.

8.50 p.m. 9.00 p.m. 9.20 p.m. 9.30 p.m. to
11.30 p.m. every 30 minutes 11.45 p.m.

SATURDAY EXTRA CARS.

12.00 midnight.

SUNDAYS.

From	To	Time
1.30 p.m.	2.30 p.m.	Every 15 min.
2.45 p.m.	3.45 p.m.	Every 15 min.
4.00 p.m.	5.00 p.m.	Every 15 min.
5.15 p.m.	6.15 p.m.	Every 15 min.
6.30 p.m.	7.30 p.m.	Every 15 min.
7.45 p.m.	8.45 p.m.	Every 15 min.
9.00 p.m.	10.00 p.m.	Every 15 min.
10.15 p.m.	11.15 p.m.	Every 15 min.
11.30 p.m.	12.30 p.m.	Every 15 min.

NIGHT CARS.

As on Week Days.

SPECIAL CARS.

BY ARRANGEMENT AT THE COMPANY'S OFFICE.

JOHN D. HUMPHREYS & SON.

Ramsay & Co.

TYPEWRITER

THE REX VISIBLE LATEST

MODEL LIGHT TOUCH, STRONGLY

BUILT MACHINE WITH

ATTRACTIVE TIN COVERS.

INSPECTION RESPECTFULLY

SOLICITED.

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MARTIN'S

APIOL-STEEL

PILLS

THE HONGKONG & SOUTH

CHINA WAR SAVINGS

ASSOCIATION.

APPLICATION forms for

Membership of the above

Association may be obtained

from all the Banks or from the

undersigned.

THE UNION INSURANCE

SOCIETY OF CANTON, LTD.

Honorary Secretaries &

Treasurers.

Hongkong, 15th January, 1919.

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from AUSTRALIA a large

shipment of LACTOGEN, UN-

SWEETENED CONDENSED

MILK, STERILIZED NATU-

AL MILK, MALTED MILK

AND SWEETENED COCOA-AND-

MILK, sold at very reasonable

prices owing to the present high

rate of Exchange, especially for

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THE DIAMOND DYEING

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Interest allowed on current, fixed and saving accounts carried in Local Currency, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

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(Specially authorized in China by
Presidential Mandate of 22nd
November, 1917)

Authorized Capital \$50,000,000.00
Paid-up Capital \$11,379,800.00
Reserve Funds \$ 1,197,400.00

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HONGKONG BRANCH.

Interest allowed on current accounts and fixed deposits. Terms on application. Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for home exchange.

TSUYEE PEI, Manager.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK).

Subscribed Capital Frs. 75,000,000

Paid up Capital Frs. 15,000,000

Of the Capital, Frs. 25,000,000, subscribed by the Government of the Chinese Republic.

Chairman of the Board of Directors: Andre Bernhart.

General Manager: A. J. Pernette.

HEAD OFFICE.

74, Rue Saint-Lazare, PARIS.

BRANCHES.

Peking, Shanghai, Tientsin, Hongkong, Hankow, Canton, Harbin, Manchuria, Kalgan, Ulaanbaatar, Khabarovsk, Vladivostok, Port Arthur, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Batavia, Soerabaya, Hongkong, Shanghai, Peking, Tientsin, Hankow, Canton, Harbin, Manchuria, Kalgan, Ulaanbaatar, Khabarovsk, Vladivostok, Port Arthur, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Batavia, Soerabaya.

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IN LONDON: The London County Westminister and Parr's Bank Ltd.

IN NEW YORK: The National City and Bank of New York.

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IN SHANGHAI: The Shanghai Commercial and Savings Bank.

IN PEKING: The Peking Commercial Bank.

IN TIENTSIN: The Tientsin Commercial Bank.

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IN PEKING: The Peking Commercial Bank.

IN TIENTSIN: The Tientsin

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New Stocks of Maspero "Specials" Cigarettes are now on sale at all leading tobacconists.

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QUOTATIONS.

OFFICIAL PRICES

Banks.	
H.K. & S. Banks s.	\$600
Marine Insurances.	
Cantons s.	440
North Chinas s.	205
Unions n.	195
Yangtze n.	270
Far Easterns n.	22
Fire Insurances.	
China Fires n.	138
H. K. Fires s. & n.	345
Shipping.	
Douglases b.	86
Steamboats n.	23
Indos (Pref.) b.	20
Indos (Def.) s.	240
Shells b. 200- s. & sa.	215
Ferries b. 30 s.	33
Refineries.	
Sugars b. & sa.	191
Malabons n.	44
Mining.	
Kailans n.	90
Langkats s.	19
Shanghai Loans s.	19
Shai Explorations n.	210
Raubs b.	30
Tronohs b.	50
Ural Caspians b.	50
Docks, Wharves, Godowns, &c.	
H.K. Wharves b.	102
K. Docks b.	182
Shai Docks b.	121
N. Engineerings b.	251
Lands, Hotels & Buildings.	
Centrals n.	109 1/2
H.K. Hotels s.	120
L. Invest. s.	119
H. phreys Est. s.	10
K'loon Lands n.	46
L. Reclamations n.	175
West Points s.	90
Cotton Mills.	
Ewos n.	600
Kung Yiks n.	45
Lau Kung Mows n.	270
Oriental n.	170
Shai Cottons n.	310
Yangtzepeeps n.	27
Miscellaneous.	
Cements b.	7
China Borneos b.	13 1/2
Do. Light n. old 7 1/2 new 5 1/2	
China Providents n.	8
Dairy Farms b. 24 1/2 n. 24	
Electric H. K. s.	97
Electric Macao n.	34
Hongkong Ropes s.	29 1/2
Hk. Tramways b.	790
Peak Trams, old s.	7
Do. new n.	80 cts.
Steam Laundries b.	34
Steel Foundries b.	10
Water-boats s.	15
Watsons b.	6
Wm. Powells b.	12
Wisemans b.	27 1/2

Hongkong, Nov. 13, 1919.

WEATHER REPORT.

November 13d. 11h. 35m.—No return from Vladivostok, Japan, the Philippines or the Marinas. Pressure has increased slightly at all reporting stations.

An anticyclone is central over the lower Yangtze Valley.

Fresh monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 78.41 inches against an average of 81.21 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock, N.E. winds, fresh: 5-6.

2 Formosa Channel, N.E. winds, strong.

3 South coast of China, between H.K. and Lamoo, The same as No. 1.

4 South coast of China, between H.K. and Hainan, The same as No. 1.

T. F. CLAXTON, Director.

Hongkong Observatory, Nov. 13, 1919.

SHIPPING.

VESSELS ARRIVED.

The KWAISANG, arrived from Calcutta yesterday afternoon with 1,918 tons of general cargo for Hongkong and 122 tons through, and also 350 deck passengers and 23 bags of mails.—Mooring, Kowloon Wharf.

From Tsingtau the YING-CHOW, brought over 1,000 tons of general cargo.—Mooring, C 36.

The KAIJO MARU, from Swatow, consigned here yesterday 5,738 packages, and 750 tons coal.—Mooring, O.S.K. Wharf.

PASSENGERS DEPARTED.

Per s.s. LYCAON, on 13th Nov., 1919 from Hongkong, Derby W T Henson T J Esser L C Moorhouse T E Hemmel H H D Woodstock W Hall Capt E V

POST OFFICE.

INWARD MAILS.

U.S.A. Japan & Shanghai—Per CHINA, 14th Nov.

Shanghai—Per SHANGTUNG, 14th Nov.

Europe via Negapatam—Per SADO MARU, 14th Nov.

Bombay—Per HWAHWU, 16th Nov.

OUTWARD MAILS.

TO-MORROW.

Macao—Per SUI AN, 14th Nov., 8.30 a.m.

Haiphong—Per KAIFONG, 14th Nov., 9 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA MARSEILLES—Per YOKOHAMA MARU, 14th Nov., Reg. 9.45 a.m.

Letters 10.30 a.m.

Swatow, Amoy and Foochow—Per QUINNEBAUG, 14th Nov., 11 a.m.

Shanghai, North China & Japan via Kobe—Per SADO M., 14th Nov., 2 p.m.

NOTICE.



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